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MARES' NESTS.

BRITISH PREMIER AT CARDIFF.

RED PLOT LETTER DISCUSSION.

STEPS TAKEN BY GOVERNMENT.

(Reuter's Service.)

LONDON, October 27.
Mr. Ramsay MacDonald, the Premier, speaking at Cardiff to-day, said that the election had been started because of the mare's nest in connection with the "Workers Weekly" case. It was likely to finish with a mare's nest over the great "Russian Red Plot" (Laughter).

The assertion that when Government refused an enquiry into the "Workers Weekly" case, they had information of the ramifications of Communist activity in Britain far more serious than the House of Commons and the country were allowed to know, was a malicious untruth. The facts were: Government were defeated on October 8; this Red Plot letter did not find its way to the Foreign Office till October 10; it was not put into the department until October 14; was sent to me at Manchester on October 15. I received it on October 16; minutes that the greatest care must be taken to discover whether it was authentic. If so, it must be published immediately.

WON'T TOLERATE PROPAGANDA.

In the meantime, while other investigations were proceeding to discover its authenticity, I ordered that a draft letter to Mr. Rakovsky should be prepared, so that, when and if, the authenticity was established, no time should be lost in protesting to the Soviet Government. My minute was received in the Foreign Office department on October 17. The trial draft was sent me on October 21 at Aberystwyth for observations. I was absent at my son's constituency and did not receive it until October 23.

I altered the draft on October 24 and sent back the form, expecting it to be returned to me with proofs of authenticity; but it was published that night (Cries of shame). I make no complaints. The Foreign Office and every one of my colleagues know that I will not tolerate this propaganda (Cheers). On account of my known determination to stand firmly to the agreement and treaty as though to holy writ, when my signature was attached, my colleagues assumed they were carrying out my wishes in taking immediate steps to publish the whole affair. They honestly believed the document was authentic and acted in that belief. If they acted precipitately what is the accusation against us? Why don't the newspapers say we were in too great haste? If the Foreign Office had been in either Tory or Liberal hands that letter would have taken weeks to get through the various sieves. The rapidity of action and businesslike way of handling Government's determination to stand no nonsense is a conspicuous example of the new way of conducting foreign affairs.

PREMIER HAD SUSPICIONS.

If the Zinovieff letter is a forgery, it shows the amount of "scurfiness" with which we are surrounded. My experience made it impossible for me not to be suspicious. "If it is genuine, depend upon it that so long as there is a Labour Government and I am responsible for it, we will handle with firmness and determination every attempt by an outside Power to interfere with our internal affairs."

Mr. MacDonald continued describing as lies the "wonderful stories" in the newspapers as regards the progress of the document through the Post Office to the Foreign Office. He said it was an eleventh hour attempt to entangle the Government and get election night over with a cloud of suspicion overhanging the country.

PLEA OF INNOCENCE.

"I am the most innocent man of the lot of you. I was out of London and had to get information which is still coming in, because I am going to probe this thing to the roots. It would be my first job, when I return to London, to discover how this thing originated; who is behind it; and you will get the whole story."

SOME PERTINENT QUERIES.

Mr. MacDonald wanted to know how a certain London newspaper, which prided itself on having forced Government's hands, came to have a copy of the letter or how the Conservative Headquarters, which for days had been talking of springing a mine under Government's feet, became possessed of the letter.

"As far as I know, the letter may have originated anywhere. How can I, a simple, honest-minded person, avoid the suspicion that the whole thing is a political plot—another Gunpowder Plot (Laughter). The matter is in no wise finished; until it is finished, the best thing is to leave it with Government (Cheers)."

VIEWS OF LLOYD GEORGE.

Mr. Lloyd George, in a speech at Camberwell in support of Mr. MacDonald, said the Moscow mystery cast a most sinister light on Government's refusal to hold an enquiry into the Campbell case.

The Foreign Office, of which Mr. MacDonald was the head, said the Zinovieff document was genuine, but all Mr. MacDonald's Ministers said it was a forgery. He did not know why they said

SHIPPING DISPUTE.

DUTCH AND GERMAN FRICTION.

MUTUAL AGREEMENT REACHED.

BEARING ON BRAZIL CONFERENCE.

(Reuter's Service.)

AMSTERDAM, October 27.
With reference to the recent friction between the Dutch and German Navigation Companies engaged in the Southampton trade, with regard to the mutual utilisation of harbours, the "Handelsblad" learns that an arrangement has been reached, whereby the German lines undertake to limit themselves to eighteen trips annually from Brazil to Rotterdam.

The Dutch lines will engage to make a like number of journeys between Brazil and Hamburg. IMPORTANCE OF AGREEMENT. The agreement, which will operate until December 31, 1925, is important because German Companies will now also become members of the Homeward Brazil Conference, on which British, French and Dutch Companies are represented.

GERMAN WAR-GUILT.

HERR MARX ON THE SUBJECT.

BERLIN WILLING TO DISARM.

(Reuter's Service.)

BERLIN, October 27.
Addressing the Centre Party to-day, Herr Marx demanded that Germany should be freed from military supervision. Germany's colonies should be restored and thus enable her to obtain raw materials in exchange for manufactured goods. He described Germany's responsibility for the war as a "fairy tale." He expressed Germany's willingness to co-operate in disarmament.

RELATIONS WITH FRANCE.

PARIS, October 27.
M. Herriot, speaking at Lyons, pointed out the happy starting of Franco-German commercial negotiations and expressed a hope that France would soon be compensated for the unfavourable situation by deriving steady purchases from western countries by buying eastern grains, woods, oil and colonial raw-stuffs, especially cotton.

GERMANY.

RESULT OF HAMBURG ELECTIONS.

SEVEN COMMUNIST GAINS.

(Reuter's Service.)

BERLIN, October 27.
In the election for the Hamburg Diet, the Democrats lost 2 seats; the Socialists 16 and the People's Party 8.

The Nationalists and Communists gained 10 and 7 respectively. The followers of Hitler and Ludendorff gained 4, while the nominees of the Central Party retained their seats.

This means the defeat of the Democratic Socialist Government bloc.

FRENCH LOAN.

AGREEMENT NOT YET REACHED.

NEGOTIATIONS STILL PROCEEDING.

(Reuter's Service.)

PARIS, October 27.
Both "Le Journal" and "Le Matin" deny the reported loan agreement with Morgan & Co., mentioned yesterday. They state however, that negotiations are being continued.

SWEDISH BONDS.

LATEST ISSUE OVERSUBSCRIBED.

(Reuter's American Service.)

NEW YORK, October 27.
The issue of Swedish Government bonds, to the extent of \$30,000,000, was over subscribed shortly after the lists opened.

that before they had made enquiries, it looked to him as though the document had been withheld from the Cabinet Ministers.

He would have accepted the Soviet denial but for the fact that, when he was premier the Soviet denied a similar transaction when he had positive proof thereof—namely Kamenet denied he was propagating a revolution in England at the moment when Lloyd George had his telegram to Moscow stating he had disposed of the Russian jewels and was giving the "Daily Herald" £75,000. Therefore, he could not accept Moscow's denial, as he would have accepted denial from any other country.

A CONSERVATIVE STATEMENT.

With reference to Mr. MacDonald's speech at Cardiff, Conservative Headquarters have promptly issued a statement to the effect that the Conservatives only learned of the existence of the Zinovieff letter when the Foreign Office published it.

MR. HENDERSON'S DENIAL.

With reference to statements that the Zinovieff letter was known to Mr. MacDonald and Mr. Henderson nearly three weeks prior to its publication, Mr. Henderson today declares that no such document was received at the Home Office or at Scotland Yard or by Henderson personally from any quarter. His first information of the existence of the document was in the columns of a newspaper

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STARTLING STATISTICS.**RECORDS OF TYPISTS AND TALKERS.**

At the recent Fur Exhibition in London was shown a coat in the making of which twenty miles of thread had been used.

This is of course, a record, but it brings to mind the fact that there is a great deal more work in the ordinary things that surround us—our clothes, houses, ornaments, pictures, and so on—than is generally imagined.

Take a pair of knitted socks such as most men wear for at least a part of the year. There are 100 rows to each 7in. of length and 102 stitches in each row at its widest part. Roughly speaking, two such cylinders, each 7in. long compose a sock, so that we are faced by the startling fact that there are something like 40,000 stitches in a pair of handknitted socks. The Countess of Darnley was made by the Presentation Sisters of Youghal, and contained five and a quarter millions of stitches.

PAINTER'S 20,000 STROKES.

Have you the least idea how many times a painter touches the canvas with his brush in the painting of a picture? A man who had his portrait painted by two different artists took the trouble to count the number of strokes made, and found that in each case the number was about 20,000.

A woman typist has worked at a speed which, by counting the letters, proves that she tapped the keys at the rate of 755 times in one minute; while a well-known barrister once talked at the rate of over 9,000 words an hour for thirteen hours. The actual length of his speech was 124,800 words.

An engineer has discovered by the aid of a pedometer that a cook takes on an average 2,093 steps in preparing three plain meals daily: breakfast, 446 steps; lunch, 651 steps; dinner, 996 steps.

ATOMIC MOTION.**MOST TERRIFIC VELOCITY KNOWN.**

Motion picture photographs of the tracks of the nucleus of the helium atom travelling at a rate 15,000 times greater than that of the fastest rifle bullet were recently exhibited to the Advancement of Science by Professor W. D. Harkins, of the University of Chicago.

One of the 40,000 photographs taken in the course of Professor Harkins' investigations showed the collision of the nucleus of a helium atom moving at this speed with the nucleus of an argon atom which is much heavier. The force of this blow was the most terrific ever recorded by any direct experimental means, since the energy of this helium projectile on account of its immense velocity is some two hundred and twenty-five million times that of a rifle bullet in proportion to its mass. Nevertheless argon nucleus is not broken by the shock for its track beyond the site of the collision is found to be, not double but single. The nucleus is the "central sun" around which the planetary electrons revolve at high speed. Although the nucleus of an atom is so small that it would take a million times a million of them laid in a row to reach an inch their motion can be made visible and photographed by passing them through damp air strongly lighted from the side.

Comfort for the Aged

Old people are easily tired out and weakened by coughing. For them there is much comfort in a bottle of Chamberlain's Cough Remedy. It stops those weakening coughs that keep them awake at night and wear out their strength. Every one knows it cures no matter how long it is used each year than of any similar cough medicine. Sold everywhere.

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MITSUBI SUSSAN KAISHA.**ODDS & ENDS.****MAINLY SCISSORS LOOT.****A Roman Fortress.**

The North of England Excavation Committee has made an interesting discovery at Heddon-on-the-Wall on the North Tyne, in the form of fragments of an early fortress gate, which consists of parts of the eastern and western gates of a Roman camp on the Roman wall. There has just been excavated the central pillar of the great east gateway (standing 5ft. in height) the remains of the foot of the western gate central pillar, and a small part of the northern half of the great west gateway. All the stonework is in a wonderful state of preservation, particularly the huge pillar of the great east gateway, which is a gigantic block of masonry. In regard to the eastern portion of the discoveries, it is assumed that all the existing portions of the sill have been found, as it is more or less obvious that the remainder has been used for the purpose of building elsewhere. A remarkable feature of the remains of the west gate pillar is that two pivot holes are clearly visible by means of which the great double doors were attached. Thus to this pillar would be attached the innermost halves of the inward and outward doors, which were twofold. The great east gate pillar, which is intact, is an excellent example of Roman masonry, showing splendid joints and rustic carving. Lying to the north of the present excavations should be, according to knowledge of Roman fortresses, a guard room, but it is thought that the remains of this, together with the greater part of those of the western sill, will have been removed. The excavators are now to direct their efforts to digging on the south side of the modern wall, between the latter and the present roadway in the hope that part of the great Roman wall and also the southern portion of the great east gate, which is partly covered by the modern wall, may be found. It is difficult to state the date of the building of what has now been discovered, as the gateways appear to have been added later than the original design.

Long Lost City.

The Berlin correspondent of the "Daily Chronicle" states that deep-sea divers, north of the Island of Rueger, discovered the remains of a large Danish warship, which was wrecked in the Baltic in 1433. One diver, who brought up medals and guns, says that he also saw the immense walls of a city. The theory is that this is the long lost city of Vineta, which was swallowed up 825 years ago, when the Goodwin Sands were formed. Heine has sung of the legend of the sunken city of Vineta.

Countess on Trial

The Paris correspondent of the "Daily Telegraph" says that most important discoveries have been made in connection with the mystery surrounding the death of Count Roger le Roux de Kerninon, who died at Lannion (Brittany) three weeks ago as the result of four revolver wounds in his body. The Countess, who was accused by the Count on his deathbed of having fired the shot which killed him, maintained that only one shot was fired, which was accidental. The magistrate's inquiry disclosed the fact that a second bullet was embedded in the door, and the Countess was asked how a defective revolver could explode twice accidentally when it required to be cocked by hand each time. It was also discovered that the door panel had been broken by vigorous kicking. The Countess explained that she kicked the door in her anxiety to secure assistance. The magistrate pointed out that she was wearing only stockings at the time, whereas the damage to the door had been done by boots. The Countess, however, refused to confess to the crime, stoutly maintaining her innocence.

Royal Pique-Beaver

Sir Frederick Ponsonby was 57 last month. Queen Victoria thought so much of her private secretary's son that she appointed Sir Frederick an equestrian when he was a mere lieutenant in the Guards. When Sir William Carrington, Sir Frederick's predecessor, died he was recalled from active service to take Sir William's place. In the course of his duties Sir William pays away large sums to charity on behalf of the King. Sir Frederick does not live in Buckingham Palace, but at St. James's and when the Court is at Windsor he resides in the Saxon Tower. Mr. Arthur Ponsonby, the Labour M.P., is his brother.

The Idle League.

We have heard a considerable amount of talk about the League of Nations, but it is a singular fact that so little is provided for it to do. The major part of its expenses are borne by the British taxpayer, who is hinting that, if the League justified its inauguration and had a good look into the Sudan affair, Great Britain might be saved a lot of money—later on. At any moment now, the Sudanese may break out—and, needless to say, it would again be the British who would have to bear the brunt and pay the piper.

The Royal Dodger.

The Prince had his first subway ride in New York, but even there he could not evade recognition. Accompanied by Captain Lascelles and Major Sobert, His Royal Highness took a seat in a partly-filled car. Just when he thought his identity was secure, a girl seated at the end of the car pointed towards him and said to her companion, "It's the Prince." The companion apparently disagreed, and the two began an argument. Meanwhile the train had been running fast, and before the sceptic was convinced it arrived at the Woolworth Building, where the Prince and his party got out of the train. Later, the Prince visited shops in Fifth Avenue. At several places he was again recognised, but skillfully managed to evade gathering crowds.

Wife Kidnapped.

A beautiful Frenchwoman, Mrs. Harold, has been kidnapped by Moroccans near Larache, in the Spanish zone, according to a telegram from Casablanca. Her husband, a railway engineer, engaged on the Tangier-Fez railway, was killed trying to defend her. The French Government has sent a request to the Spanish Government to take immediate action to secure her release. It is stated that the Moroccans were presumably in the sphere of influence of Raisuli, the former brigand chief, who is an ally of the Spaniards and that therefore it ought to be possible for the Spanish Government to have the murderers punished and the woman restored.

FATHERS AND MOTHERS HAVE RESTFUL NIGHTS**Who Keep Baby's Own Tablets In The House.**

When baby wakes in the night crying with pain you are filled with alarm and don't know what to do.

With a vial of Baby's Own Tablets in the house you would soon set matters right; just a Tablet or two administered as a powder (children like them for they are pleasant in taste) and baby, relieved of his pains, quickly drops off into contented, peaceful sleep.

There is not a atom of opiate or other harmful drug in Baby's Own Tablets, and they are equally harmless and helpful to the infant in cases as to the child of 8 or more. They reduce fever, cure colic and indigestion, check diarrhoea, allay teething pains, relieve cramp, and so on. Your chemist sells them, or post free, 30 cents the vial, from Dr. Williams' Medicine Co., 90, Kingston Road, Shanghai.

BEACH COMBING.**TREASURE HUNTING WITH LID OFF.**

(BY ONE WHO HAS DONE IT).

To most people beach-combing is synonymous with looting. But combing the beach for a living is the most curiously fascinating way of scraping a livelihood I have known in 20 years of a roving life spent in queer places the world over.

It is treasure hunting with the lid off. I had a year of it on the Atlantic coast of New Jersey, but I know men who have been at it for years and will be beach-combers till they die. And a few of them have done pretty well at it, too.

You go out at low tide in trousers and a shirt, or merely a bathing dress. The sole implement of your trade is a 5-foot piece of timber with a flattened end. As you walk the wet sand, you look for buried treasure. The clue? A ridge of sand.

That little ridge means nothing to the inexperienced eye. Indeed, the tenderfoot even may not be able to see the ridge at all, it can be so small. But to the beach-comber's lynx glance it spells a foreign object that the sea has washed up. Each successive little wave has encountered its minute resistance on the strand. And so the little sand ridge, that betrays its presence, is formed.

The first day I trudged the sand it seemed to me a game more hopeless than seeking the proverbial needle in the haystack. The second day I was disheartened. The third day, depressed to the depths, I idly followed a ridge to its end, dug with my stick—and turned up a jewelled Spanish comb.

From what pretty woman's head, on what ship, at what hour, in what circumstances, had the pretty trifle fallen? It seemed to me the most romantic thing in the world. But then I recollected that I hadn't had a square meal for a week. I went back to town and sold it for fifty dollars.

A few days later I probed a likely looking ridge and found a set of false teeth. I got five dollars for those, and that wasn't half the value of the gold in them.

Then I had an empty ten days. Nothing but a sailor's jack knife with a broken blade and a French medal that I thought was silver but it turned out to be only tin.

Spectacles, books, keys, scissors, watches, chains, rings, bottles by the score, a woman's belt with a silver buckle—these are some of the things the sea has thrown up and buried in the sand, sometimes half an inch deep, sometimes three inches. And these lost treasures kept me from starving on a strange shore.

Other beach-combers thought me lucky. I had a fair for sensing the full ridges. And then I was industrious. But there was an 80-year-old man some miles further along the coast who had three finds to my one. But then he had spent a lifetime on his beach and knew shore and sea, tide and wind, as a mother knows the moods of a beloved child.

PASSENGERS.

DEPARTURES.
Per P. M. s.s. "Pres. Wilson" on Oct. 25:—William G. Alexander, Edith Alexander, Nemesou L. Agunod, Gertrude M. Chapman, Elizabeth S. Emerson, Emilia O. Elmer, Charles W. Edmunds, Edith Edmunds, Edward P. Edmunds, Alliston Gerry, Herbert O. Haynor, Henry F. Honerlah, Francis A. Hollabaugh, William G. Hall, Charles P. Jarman, Ivan Kingsley, Arthur Kavanagh, Maud Kavanagh, Dorothea Kavanagh, Mary V. Kellogg, Luis Lichunco, Marciano Malvar, Angel Marave, Charles B. Mitchell, C. Mitchell, William T. Nolting, Bess E. Pierce, Bessie Ratcliffe, George Richardson, Carroll D. Riley, Olive Rohrbaugh, Francisco Santiago, George R. Shilling, Amund D. Solberg, Mance Sinclair, Sally Simmons, Fred G. Stoop, Dorothy Stoop, Mary Mc B. Sims, Frank M. Tait, Margaret Tait, Delia Tully, Mary E. Tully, Ivy C. Tully, Gladys M. Tully, Berdice Tully, Vida E. Wood, Ellis L. Wood, George Wampler.

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WEDNESDAY Oct. 29th	Faust
THURSDAY Oct. 30th	Aida
FRIDAY Oct. 31st	Traviata
SATURDAY Nov. 1st	Rigoletto
MONDAY Nov. 3rd	Cavalleria Rusticana and Pagliacci
TUESDAY Nov. 4th	Tosca
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FOR SALE—Henderson Motor Cycle combination. Perfect working order. Owner leaving Colony. Highest offer. Bx No. 315 c/o "China Mail."

FOR SALE—Kellert Manor being No. 185 The Peak. Possession next May. H. Percy Smith, No. 6, Des Voeux Road Central.

FOR SALE—Five-roomed House fully furnished with Lawn Tennis, Court and Garden.
House has excellent location on Severn Road, The Peak, overlooking South. Possession March, 1925. Apply Box No. 316, c/o "China Mail."

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TO LET—Two Godowns, or shops, in DUDELL STREET. For Particulars apply to: H. Rutonjee & Son, 16, Queen's Road.

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Write to
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INTIMATIONS.**NOTICE.**

WE beg to notify the public that we are trading under the names of "POW ON WO COMPANY," "PO ON WO & COMPANY" and "POW ON WO," all these names being correct, as our patrons already know.

That we the said firm are carrying on business at 20, Chung Inoy Nann Street, Canton, China.

Also that we are in receipt of drafts from various parts of the world. Some of these drafts having miscarried, waylaid, or been stolen, we beg to notify all bankers of Canton, Shamen and Hongkong not to give payment on these drafts unless they bear our usual stamp, which we use for endorsement purposes.

20th October, 1924.
POW ON WO CO.
POW ON WO & CO.
POW ON WO.

CLASSICAL DANCING.

MISS VIOLET CAPELL begs to announce that she has returned to the Colony and is resuming her classes for children in Classical Clog, Ballet and Toe-Dancing. Private lessons also given.

For appointment Phone K. 117 or write to No. 9, Torres Buildings, Kowloon.

NOTICE.

THE PEARL ASSURANCE COMPANY, LIMITED.
(Incorporated in England)

HAVING been appointed Fire Underwriting AGENTS to the above Company we are prepared to issue Policies at current rates.
UNION TRADING CO., LTD.
Priest's Building,
Hongkong, October 27, 1924.

SEE HING & CO.

30a, Pottinger Street.
Ladies and Gentlemen's Tailors,
Dressers and Outfitters,
Suits made to order.

MRS. MOTONO

ELECTRIC MASSAGE
31a, Wyndham St., 2nd Floor.

TANG YUK

Business in
the late SIEN YING,
14, D'Almeida Street.

TERMS VERY MODERATE
Consultation Free

INTIMATIONS

PUBLIC WORKS DEPARTMENT.
No. S. 333.—It is hereby notified that sealed tenders in triplicate which should be clearly marked "Tender for the supply and delivery of Stores," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 10th day of November, 1924, for the supply and delivery of the following Stores required by Government Departments during the year 1925:

Ironmongery, Household and Sanitary Utensils, Brushes, Tools, Lamps, etc.
Asbestos, Rubber, Leather, Packing, Ropes, etc.
Clothing, Drapery, Haberdashery, etc.
Bamboo and Cane Goods, Firewood, etc.
Drying-herbs, Oils, Paints, Varnishes, etc.
Lubricating Oils.
Lighting and Fuel Oils.
Electrical Stores,
Wrought Iron Pipes and Fittings, Brass Taps, etc.
Iron and Steel Bars, Plates, Angles, Brass, Copper, and other Metals.
Iron, Steel and Brass Castings Manufactured Ironwork, etc.
Timber.
Bricks, Cement, Lime, etc.

Each of the above is a separate and distinct tender. Tenderers may quote for any one or more or all of the above lists, and any one or more or all may be accepted or rejected in whole or in part by the Government. Each Tenderer must produce with each tender a receipt that he has deposited in the Colonial Treasury the sum named on the respective tender form as a pledge of the bona fides of his tender, which sum shall be forfeited to the Crown should the Tenderer refuse or fail to carry out, to the satisfaction of the Government, the whole or any portion of the respective tender or tenders which may be accepted. The deposit will be returned to any Tenderer whose tender is not accepted.

For forms of tender and further particulars apply at this Office.
The Government does not bind itself to accept the lowest or any tender.
HAROLD T. CREASY,
Director of Public Works.
Hongkong, 24th October, 1924.

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That we the said firm are carrying on business at 20, Chung Inoy Nann Street, Canton, China.

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VANDERBILT'S BRIDE.

IN "ENEMIES OF WOMEN"

BEAUTY OF GLORIA MORGAN.

Has the marriage of Gloria Morgan and Reginald Claypool, Vanderbilt, one of the outstanding social events of recent years, robbed the silent drama of an embryonic motion picture star?

Such is the question that has been mooted over in motion picture as well as society circles since the news leaked out that the same girlish beauty that attracted the wealthy scion of the Vanderbilt family and resulted in his marriage to the daughter of the American Consul-General at Brussels had also put the young and attractive bride in the movies.

Not until the marriage of Gloria did those outside of her immediate circle of friends know that the beautiful young society girl was living the arduous life of a motion picture actress. While other young debutantes were busy with their afternoon teas and other social functions, the former Gloria Morgan was getting acquainted daily with make-up, Kleig lights and the call of "Camera!"

It was with Marion Davies in "The Young Diana," that Miss Morgan made her screen debut here. Although she appeared in only a small part, her beauty and grace attracted all who appeared in the picture and evoked the admiration

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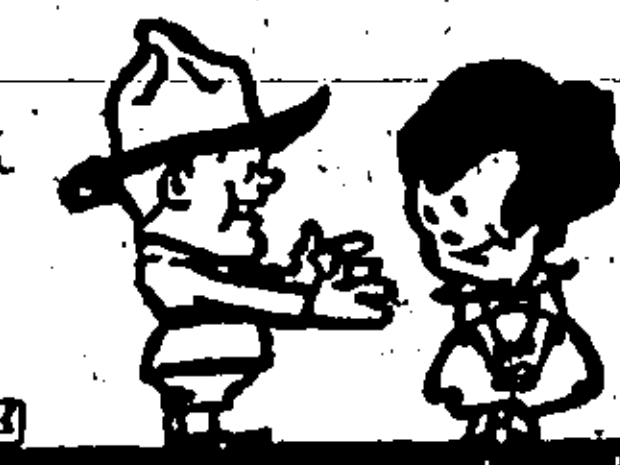
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RIBBON DENTAL CREAM.

SOLE AGENTS:

The Hongkong Trading Co. Ltd.

HONGKONG.



A PROPOSAL

Let us Examine your eyes and
we will tell you candidly if you
need glasses or not.

LAZARUS.

MARRIAGES.

COOK—BURCH.—On October 18, at Holy Trinity Cathedral, Shanghai, by the Very Rev. C. J. F. Symons, M.A., Dorothy Beatrice, daughter of Mr. and Mrs. Arthur J. Burch of Surbiton, Surrey, to Frank William, son of Mr. and Mrs. W. H. Cook, of Hampton Court.

DAINTON—CHAPPEL.—On October 18, at Holy Trinity Cathedral, Shanghai, by the Very Rev. C. J. F. Symons, M.A., Nellie, youngest daughter of Mrs. and the late Mr. Sam Chapple, of Hillsboro, Sheffield, to William George Bottrill, eldest son of Mr. and the late Mrs. Geo. Whalley Dainton, of Eccles-hall, Sheffield.

DEATH.

GUTERRES.—On October 23, at his residence, No. 7, Ashley Road, Kowloon, Antonio Paulo Guterres, aged 78 years (Macao, Shanghai, Japan and Manila papers please copy.)

The China Mail.

HONGKONG, TUESDAY, OCT. 23, 1924.

SHIPPING CONTROL
ACCOUNT.

Outlining the Colony's financial position in his budget speech, the Governor omitted to mention the shipping control account. This account represents the profits made by certain local steamers operated by the Hongkong Government during the war on behalf of the Shipping Controller. The Home Government, having passed an indemnity law, which it extended to Hongkong through a local ordinance, turned the money over to the Colony. That was some little time ago and the Hongkong Government's decision regarding the ultimate destination of the money has still to be announced. Several directions have been suggested in which the money might be suitably expended but it has generally been understood the Government

intended that since the money had been made through shipping, it should be spent in the interests of shipping, and with this in view no better purpose could be found than providing the Pratas Shoal with a wireless station to give the Colony early information about typhoons. The value of the Pratas Shoal as an observing station is that it is situated just at the point where typhoons most commonly change their course. When the scheme of placing a wireless station at this spot was first mooted, the Chinese Government promised to take the necessary steps. However, nothing was done for a number of years. Accordingly British interests took the matter up and negotiations were opened with the Chinese Government for permission to erect a wireless station. These negotiations proved very protracted but it seemed that eventually the required permission would be granted. Now, however, the Chinese Admiralty has suddenly announced that it is prepared itself to install the wireless station and to appoint a staff. Whatever hope it holds out for the wireless station being provided in the near future, this decision means that some other purpose must now be found for the shipping control money. Doubtless the Government has held its hand pending the outcome of the negotiations with the Chinese Government, but if China is to foot the bill for the Pratas Shoal wireless station, the ultimate destination of the shipping control money should be decided without further delay. To hoard such a large sum any longer than is necessary, is scarcely in accord with a policy of investing the Colony's balances in development works.

Singapore's Asylum.

Although it is on a much larger scale than anything contemplated by the Hongkong Government, the decision of the Straits Government to build a new lunatic asylum at Singapore has a particular interest for Hongkong, which has been promised a new lunatic asylum (in the hope) the not too distant future. It is true that His Excellency, in his Budget speech, stated that it had been impossible to make a start upon it as the site selected near Laichikok had been found very expensive to develop and that it might be necessary to find another site; but the "China Mail" understands that the "China Mail" has decided until the P.W.D. has finished its investigations regarding the possibility of levelling and the probable cost. The cost will not be anything approaching the amount which the Straits Government contemplate spending on their Asylum (\$2,250,000 is reported to be appropriated for the work in the Straits budget) neither will the numbers for which accommodation will be made be anywhere near so large. The new Singapore institution, according to the "Straits Times", will have accommodation for 1,234 patients, nine blocks being projected for native male patients, three for native females and one for European patients. Hongkong is better off than Singapore in regard to making provision for lunatics in that it has an arrangement with the Canton Asylum that they shall take any overflow from the only asylum Hongkong boasts of at present (at the back of the Government Civil Hospital). We believe we are correct in stating that this arrangement will not lapse with the building of the new institution; the main idea of its erection is not so much to provide accommodation for more patients as to give more ground for means of recreation. It is proposed to devote a large part of the site to the setting out of gardens. There is no need to dilate on the desirability of recreation for the unfortunate weak-minded even though they may not be capable of realising their need of it nor of appreciating the beauties with which it is proposed to surround them. The mere mention that such work is afoot should be sufficient to interest the public and to ensure a willing footing of the bill.

At this very late stage of the season, another typhoon has been reported. This one is a long way to the east, i.e. the far side, of the Philippine Islands and not making for Hongkong. Details given at 11.00 this morning were:—Lat. 16°N., Long. 128°E., moving West, radius unknown.

H. M. S. "Despatch" left Shanghai yesterday morning for Hongkong and is expected to arrive on or before Thursday. The marine detachment of H.M.S. "Diomedé" who were landed at Shanghai for the protection of British interests during the recent hostilities in the north are understood to be taking passage in the ship.

A New York message states that three Chinese have been arrested on a charge of attempting to smuggle their countrymen into the United States, following the discovery of seven Chinese in packing cases aboard a steamer, arriving after thirty days voyage from Hongkong. It is stated that two or three men were placed in each packing case, and promised food aboard and work when they reached New York. One has since died, and the others are in hospital in a precarious condition owing to lack of food, semi-ascorbic acid, and the terrible buffeting. The police have not disclosed the name of the steamer.

County Cricket Championship.

Another effort is to be made before next cricket season to alter the method of determining the County Championship. It has long been obvious that the present system is unsatisfactory, and instead of making for brighter cricket it frequently has the contrary effect. The rule in force

during the season just concluded was as follows:—A win counts five points. In drawn games, the side leading on the first innings scores three points; the side losing on the first innings scores "one point." Matches in which no result on the first innings is arrived at have no bearing on the Championship. Lancashire have now brought forward a proposal that, in future, first innings points shall be abolished, and that only matches played to a finish shall count. Whether the proposal made by Lancashire for abolishing first innings successes and determining the Championship entirely by matches played to a finish is likely to solve the problem is a very doubtful point. It seems reasonable to assume that, while this might be regarded as a more satisfactory method than the prevailing, public interest would be liable to wane. In fact, it is possible to visualise an almost ridiculous state of affairs, if, given a fine summer, a fairly large proportion of county games were not concluded. Not only would spectators' keenness be damped by the negative value of all that was taking place, but the players would also be indifferent.

LOCAL AND GENERAL.

Ships arriving from the South continue to report strong N. E. winds and bad weather.

One case of enteric and one of paratyphoid fever, both Chinese, were reported over the week-end.

This morning the body of a Filipino was removed from the "President Grant" to the Public Mortuary.

A fine of \$25 was imposed on a building contractor, in the Kowloon Court this morning, for causing an obstruction in Soy Street, Yau-mati, by depositing sand there.

At 8.00 yesterday morning, when the "Tikarak" was near North-East Head, Hongkong, a man jumped overboard from the ship. It is presumed he was drowned.

The total output of the Kailan Mining Administration's mines for the week ending October 11, amounted to 85,476 tons. The sales during the period were 43,873 tons.

A report has been made to the police by Mrs. Gurley, of 90, Nathan Road, that a teakwood chair valued at \$20 was stolen from the hall between 6.30 and 7.30 p.m. yesterday.

Mr. E. W. Hamilton, this morning, sentenced to four months' imprisonment an unemployed Chinese for stealing two hats and three pieces of clothing from a matchbox at Yau-mati.

The usual weekly Public Lecture will be given at the Hongkong Lodge The Theosophical Society, 16, Queen's Road Central, on Wednesday October 23, at 5.45 p.m. All are welcome.

Amongst the passengers departed by the s.s. "Amazon" yesterday were Miss Middlehurst, Miss M. B. Fidge, Mrs. A. Allan, Mr. and Mrs. A. Numa, and Mr. E. Charles.

Bishop W. E. Brown and family arrived in Shanghai by the "President Wilson" on Wednesday and proceeded to Foochow. Bishop Brown is the newly elected Bishop of Foochow.

Among the appointments to the Colonial service made by the Secretary of State for the Colonies during the month ending Sept. 10, are—(Hongkong): Miss B. F. N. Lewis, to Assistant Mistress; Mr. W. F. Kerr, to European Clerical Service.

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No. 6 Platoon (Scottish) of the Hongkong Volunteer Defence Corps are, at home, at Nos. 5 and 7 Platoon on Thursday, 30th inst., when, by way of a demonstration, the object of which is to raise recruits, the Scottish Company will march from the Star Ferry through Kowloon, to the Dockyard, where they are to be met by Mr. R. M. Dyer, and other prominent Scots of the Colony.

HOCKEY.

CLUB "A" V. GRENADIERS.

The following have been selected to represent the Club at Hockey on the Marina Ground, Kowloon, to-morrow at 5 p.m. H.K.H.C.: Mr. W. Lockyer, J. H. Keary, J. W. Lockyer, L. R. Blakely, A. R. Duncan, H. H. Bow, C. F. Lloyd, H. G. Gardner, D. S. Green, G. Bond.

BANDIT OUTRAGES.

HAINAN CHIEFS SUFFER
FROM VISITS.

RESCUES TOO LATE.

(From Our Own Correspondent.)

Kiungchow, Hainan, Oct. 20. No very severe damage was done here or Hoihow by the typhoon of October 5. The wind seemed to be heavier inland according to reports, and many roofs were blown off and trees uprooted. In Hoihow harbour a Chinese gunboat went ashore and some junka were landed high and dry. A large tree broke and fell across the gate of the mission compound at this place and broke it. A house fell in, in Kiungchow city and killed a mother and her child.

The light-house at Kame on the Luchow Peninsula, (at a point opposite Hoihow) was looted recently, an occurrence which has caused a good deal of anxiety to the Customs forces in Hoihow. The damage was not done by thieves, but by local police soldiers under official orders. The local high officials disclaim the acts of these marauders who are said to be independent. These same soldiers have been searching and molesting Christians who live in the vicinity of the light-house.

On October 15 or 16 Yun-sio city, an important town to the south-east was looted by bandits. First news came in that the place was surrounded and a rescue force was sent out from here but they arrived too late, for the robbers entered the place, looted it and fled. The looters are likely members of the so-called People's Army which is allied to Sun Yat-sen. Yun-sio is one of the most modern towns in Hainan. Most of the shops are built on the Hongkong model and the town boasts a new auto road, large market, and a Middle school.

The large market town of Kachek, 70 miles south of here, is reported surrounded by bandits so that there is no official communication with the place. An auto road on which several buses have been operating has been built for a distance of 30 miles to the north. But the buses have ceased to run since one of the drivers was killed a few days ago.

Reconstruction work has been going forward in Hoihow for some time without a break. The large street has been widened to the width of 40 feet and new shops have risen all along it. Some of these show signs of progress.

Mr. Pike, the Customs' Harbour-master has left Hoihow for Ichang.

SOCIAL AND PERSONAL.

Amongst the passengers departed by the s.s. "Amazon" yesterday were Miss Middlehurst, Miss M. B. Fidge, Mrs. A. Allan, Mr. and Mrs. A. Numa, and Mr. E. Charles.

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Passengers for Hongkong by the "Fuahmi" Miss D. Bird; Miss M. C. Bond; Mr. and Mrs. P. M. N. de Silva, Miss M. C. N. de Silva, Miss L. D. Graves; Mrs. E. Hunter, Mr. A. Kappeler, Mrs. M. Key, Mr. and Mrs. A. G. Langston, Master A. R. Langston, Miss F. G. Morrell, Mrs. M. G. Munton, Mrs. F. A. Perry, Miss J. Perry, Mr. and Mrs. H. Keel, Masters Reilly (2), Mr. and Mrs. E. Sadick, Miss A. Senior, Mrs. W. G. M. Wilson, Mr. O. C. A. Van Liden de Jende, Mrs. Vernon.

RACING NOTES.

ENTRIES DISCUSSED.

SYSTEM OF HANDICAPPING.

[By Argus.]

The entries for the forthcoming meeting on November 8, closed at noon on Saturday last, and once again thanks are due to Mr. C. B. Brown, the Jockey Club Secretary, for the despatch with which he sent the list to the Press. On the whole the list is a satisfactory one with the exception of nominations for the first event. The conditions, however, militated against many entries for this; with the possible exception of White Rose and Manchurian Prince I can think of no other ponies in training that are eligible.

The names are: Golden Jubilee, Drake, Exchange Bill, Eli, Uncle George and Full House. At the moment, the public fancy is Exchange Bill, who will probably be piloted by Mr. Harrison. Drake, of course, could win if he would put his heart into his work, but he appears past hoping for nowadays. The distance (5 furlongs) will suit Uncle George and Full House, but here again one is depending on very slender reeds. Eli and Golden Jubilee will probably battle it out for last place.

The Shek-O Handicap for "A" and "B" classes has attracted no less than 46, so that Mr. Dowbiggin has no easy task to sort them out and give every pony a chance of having a rider to take him to the post.

One can make out quite a good case for dividing them as follows:

"A" Class: Satisfaction Dahlia, Roman Parrot, Friarsfield, Spotted Sand, Silver Spear, Rotheray, Pencastle, Hartfield, Rialto Star, Gold Leaf, Irrepressible, Washington, Kashmir, Rivergrass, Cottongrass, Magnificent Dahlia, Valiant Dahlia, Orient Dahlia, Newton Abbot.

"B" Class: Duke of Frisco (late Silverleaf), Durian, Langsat, Wattheau, Mountain Hawk, Pet Mouse, White Rose, Exchange Bill, Koh-i-Nor, Nastaran II, Day of Surprise, Gaudie, Hallsam, Uncle George, Little Minch, Woodpecker, Zenda, Manchurian Prince, Full House.

In the "A" class, I should expect to find Spotted Sand and Gold Leaf at the top with 164 lbs. each and Cottongrass and Satisfaction Dahlia at the bottom with 148 lbs. each.

In the "B" class, Woodpecker would head the list with 157 lbs. and Eli come last with 138 lbs.

We should thus have 19 in the "A" class and 27 in the "B" class. In view of the last race for the Aggregate Stakes one can probably eliminate Spotted Sand, Kashmir and Rotheray from the "A" class, while Friarsfield is a very doubtful starter. Hartfield and Silver Spear will probably be kept for the Stanley Plate, while Messrs. Albert and Arnold are unlikely to start both Cottongrass and Satisfaction Dahlia. Thus sufficient riders could be found at a pinch.

In the "B" class, we can put the imaginary pen through the names of Silverleaf, Durian, Langsat, Wattheau, Drake, Exchange Bill, Loch Rannoch, Eli, Speargrass, Full House, Day of Surprise or Little Minch, Pet Mouse or King Johnnie and Smart Guy.

This reduces us to a possible field of 14 for which riders could also be found.

For the final Aggregate Stakes, the nominations are: Roman Parrot, Silver Spear, Spotted Sand, King Johnnie, Ah Mee, Rotheray, Koh-i-Nor, Pencastle, Fernleaf, Goldleaf (late English Money), Prince Regent, Washington, Kashmir, Magnificent Dahlia, Valiant Dahlia, Newton Abbot.

The names of Ah Mee, holder of the half-mile record 58 2/5 since 1921, and Koh-i-Nor indicate that Messrs. Dyer and Beith intend to have something in the field capable of bustling Prince Regent for the first part of the journey so that his staying powers can be tested by the time Rotheray is ready to come with that "tremendous run" at the finish. There are but few people who expect anything in the race to extend Dr. Kew's pony, but surprising things happen on the turf. From present indications, Prince Regent will win as he likes, unless Goldleaf can extend him. This pony like Rotheray, is reputed to come with a "tremendous rush" at the finish. The chief interest in the race will be the loss of old Spotted Sand, who has only to finish second, to win the cup for his owner. Anxious as Dr. Kew naturally is for Prince Regent to

win the trophy, the loss of it would be a large measure compensated should it fall—on points—to the popular spotted idol, carrying the dark-red jacket with gold braid and sleeves which he has borne to victory on 18 occasions.

The Stanley Plate, 6 furlongs, for griffins of this year W.I. with penalties of 5 lbs., 7 lbs and 10 lbs. for one, two or three wins respectively and an allowance of 5 lbs. for "subs" and unplaced ponies, has attracted: Langsat, Silver Spear, Sycee Bill, Charcoal, Grey Cloud, Grey Streak, Grey Dragon, Loch Rannoch, Hartfield, Goldleaf, Smart Guy, Irrepressible, Fatsal, Speargrass, Magnificent Dahlia, Woodpecker, Newton Abbot.

Charcoal, Grey Cloud and Grey Streak all belong to Mr. Beith and, as they are griffins that have never started, they can each claim 5 lbs. (unplaced allowance) so that their weights will be 150 lbs., 147 lbs., 147 lbs. respectively. With this advantage over the penalised ponies, the race may possibly fall to one of them.

The entries for the Shatin Handicap (1 1/4 miles "A" & "B" classes) include 36 names which I expect to see split as follows:—

"A" Class: Satisfaction Dahlia, Roman Parrot, Friarsfield, King Johnnie, Silver Spear, Spotted Sand, Grey Dragon, Rotheray, Pencastle, Rialto Star, Washington, Kashmir, Rivergrass, Magnificent Dahlia, Valiant D., Orient D., Newton Abbot, Starland.

"B" Class: Duke of Frisco, Cottongrass, Durian, Langsat, Wattheau, Mountain Hawk, Pet Mouse, White Rose, Exchange Bill, Koh-i-Nor, Nastaran II, Day of Surprise, Gaudie, Hallsam, Uncle George, Little Minch, Woodpecker, Zenda.

Until the handicaps are published, any discussion of the entries for races 2, 3, 6 and 7 must be postponed.

Allotment Of Weights.

A contributor to the "North China Daily News" has raised the question whether the differences in top and bottom weights are sufficiently wide to even up chances.

In contrasting handicaps at Home with those in Shanghai, he writes that in local handicaps it is not a very difficult achievement to pick the winner. He continues:

"The method here apparently is not to stop the good ponies with weight but to give less weight to what might be termed 'the tried and found-wanting class of also rans.' Some of these animals with 120 lbs. on their backs will never negotiate a mile and a quarter in, say, 2.37 (probably 2.47 is meant), yet the difference in weights of the lowest and highest rarely exceeds 20 lbs., while a difference at Home of as much as over 38 is no uncommon thing."

Results In Hongkong.

Since January this year, there have been 30 handicaps decided at Happy Valley. The favourite has won on eleven occasions, been second on ten, third on three and been unplaced six times, so that the results reflect great credit on the adjuster of weights for providing the public with a medium for a good gamble. To sum up, the Shanghai writer recommends that weights should vary from 145 lbs. minimum to 175 lbs. maximum. With a hard and fast rule like the foregoing, one can foresee a pony of 13 hands being asked to carry 25 lbs. over weight for inches in the event of his being the top-weight with the bottom weight minimum fixed at 145.

It is pretty near the truth to state that Mr. Dowbiggin (the local handicapper) has followed the maxim of never asking the top-weight to carry more than 10 lbs. over weight for inches. At the last meeting, it is true, in the Reading Handicap, he fixed his maximum at 167 lbs. for Woodpecker and Grey Dragon, being 5 lbs. and 2 lbs. respectively over W.I. but the lowest weight Cottongrass was 138 lbs. Had his minimum been fixed at 145 lbs. it would have meant asking Woodpecker to carry 12 lbs. over W.I.

Cottongrass was allotted 17 lbs. less than W.I. If an owner is unfortunate—or fortunate—to possess a pony that is classed 17 lbs. below W.I., it is certainly more equitable that the "onus" should be on him to provide a light-weight jockey rather than the top-weight should be required to carry more than 10 lbs. over W.I.

The views of any readers interested in this question will be welcomed.

The main cause for complaint against the unfortunate handicapper of the China pony appears to lie in his zeal so to classify the ponies that an owner of two shall have a runner in each class. Despite this fault, however, results since January would be almost unobtainable if things considered.

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THE INSCRUTABLE IRISH!

SIDELIGHTS ON PERENNIAL QUESTION.

(By ALEX. M. THOMPSON.)

It was a wise and wholesome thought that led the Ulster Cabinet to transfer their perplexed musings on the Boundary question from the hot air of Belfast to the cooler atmosphere of Lord Carson's house at Margate. For to bring clear-sighted and calm brains to the discussion of Irish problems in Ireland is as impossible as it was to the people of Tamscon to avoid exaggeration in describing the merits of their native town and their own deeds of derring-do.

In the latter case, Dundel attributed the fiery fancies of his countrymen to the heat of the southern sun and the swift whirl of the turbulent Rhone. In Ireland there is a mirage born of the blue mountains, the emerald greenery, the golden furze, the ricks of turf, the lichen-covered ruins, the black bog, and the warmly cherished memories of ancient feuds and grudges.

The Irishman out of his own country is the jolliest and most genial of companions. He will eat and drink with you, just and laugh with you, confide his most intimate thoughts to you, lend you his money, make you free of his home, his best fare, and all that is his.

Even in Ireland, while you talk of hunting, horses, dogs, plays, poetry, song, he simply oozes conviviality. But turn the talk to politics and — lo, behold! Like Bottom, he is "translated." His unctuous humour dries up. His large smile shrivels to a scowl. His mellow affability turns to fierce animosity.

THE KILKENNY CATS.

I have seen the most amazing examples. It reels upon a day in the course of one of my many studies of the eternal "Irish question" that I was privileged to foregather with two gentlemen of Ireland, one from the North and the other from the South. They were taking their contentions contentedly in their own smoking cigars, passing the festive glass, "swapping" stories and reminiscences with a heartiness you know that one about "the old man" and that one about "the young man." In short, they were thoroughly enjoying their fellowship when, with suddenness, I butted in to ask some question pertaining to my mission.

Then, in the words of the Poet, "suddenly there fell a silence." It was the leading calm that precedes the storm. Presently the Dublin man spoke, or rather growled, or perhaps it would be more precisely accurate to say that he snarled, or maybe I should say barked, some remark about "Protestant Ascendancy," whereupon the Belfast man retorted with a passionate "Protestant Ascendancy is 'it' and what about it?"

Really, I don't remember what it was about. But when I left them, after half an hour of bitter invective and ferocious recrimination, what I thought about was the legend of the Kilkenny cats. "Protestant Ascendancy!" What "Highland heathen stumbling for scant light" in an English inn could have dropped on such a theme for debate, or such a cue for passion? The Luger, the Capitis, even the Russian Treaty, might have stirred his soul with fraternal rage, and made his wrath like the imprisoned fire in Vesuvius, burst to volcanic eruption.

THE DIFFERENCE.

But, seriously, can you imagine two gentlemen of England taking their pots of ale in their inn, growing angry over Protestant or even Jesuitism?

There is the difference that makes Irish problems so hopelessly unmanageable to the English. I have seen a wall near Belfast painted in letters five feet high with the evident heart-felt inscription: "To Hell with the Pope." An ex-secretary to John Redmond, who said of that great Nationalist that "the kindest feeling any true Irishman could have for him was one of pitying contempt," informed me that the Great War had been devised by the Almighty for the sole purpose of punishing the French for badmouthing the religious orders from the monasteries; and, to continue, his eyes in frenzy rolling, "Whatever the English or the Americans may do, the war will never be finished until the Almighty, on His own good day, and in His own good way, decides that His revenge is complete."

I asked him whether he applied this philosophy to all the affairs of life. "I do, sir," he said. "And yet," I pointed out, "you have fixed a lightning conductor to your cathedral." "Is that intended to prevent the Almighty, on His own good day, from blasting His own church?" "Sir," he replied, "I am no logician." "Sir," I politely agreed, "I had observed that."

VITRIOL.

But though the logic may sometimes be faulty and though political tempers may be quick to flare, the native gentility sooner or later dissipates the gloomiest frowns in a playful humor. A jolly little

himself with becoming modesty, and wait, as a some time favorite song expressed it, "till the clouds roll by."

I had a letter of introduction to a manufacturer near Cork who was standing for election as a Sinn Féin candidate. He read it and then sourly remarked that he had seen my articles, and all he had to say to me was that I didn't know anything about Ireland or her problems. I effusively assented, and explained that the consciousness of my ignorance had prompted my call for enlightenment. That took the lid off, and the vitriol overflowed. It was explained to me, with considerable vituperative detail, that I was personally responsible for the treachery of Diarmid of Leinster, who went over to Aquitaine some centuries ago to invoke the help of the Norman King Henry II. for the marriage of Strongbow with Diarmid's daughter, for centuries of misdeeds and betrayals by the O'Neils, the O'Donnells, the Redshanks, Oliver Cromwell, and William of Orange.

To this terrible indictment I stung and said nay, quoting the Irish historian, Mr. A. M. Sullivan, for the statement that the chronic course of "wasting discords and bloody civil strife" amongst the Irish had "invited" and almost merited the yoke of a foreign rule. To this I received the terse but rather mousesequential reply that "the only use an Irishman had for an Englishman was to bury him." We parted, not too affectionately.

—THEN DINNER.

Tater in the day my hostile friend, discerning me in the distance as I disconsolately trudged through mud and rain, hastened to call after me, "I am afraid," he said, as he touched my shoulder, "that I was not very polite to you this morning." I frankly agreed: "You were not." "Very well," said he, as if that were the most natural sequel in the world, "come and have dinner with me to-night."

After some demur I accepted, and the remembrance of that gentleman's gracious hospitality is one of my most pleasant and grateful memories.

We are a stolid people. The Irish are imaginative. They have a gift of hyperbole which inspires them occasionally to say more than they mean. A Dublin journalist thoughtfully explained this to me at the time of the Black-and-Tan régime. "If an officer happens to give a playful flick of his riding whip to a young fellow in the street," he said, "we describe that as the cruel flogging of a child. If a policeman throws a stone for a dog to fetch, and there happens to be a woman standing by, that will be a savage assault on a patriotic hero's grandmother. If a soldier strikes a match to light his pipe you'll read in the papers that the Saxon Government's bloody tyrannies have been trying to burn the place down."

Then, by way of proving his own manliness from this deplorable tendency to exaggeration, he concluded with this didactic remark: "The way things are, they're bad enough without anybody worsening them; for by the time you're twenty-four hours in the country you'll think no more to see a man killed in the street than to see a horse fall down, and you'll be as used as myself to see the friend shot down at your side."

As a matter of fact I never had time to grow accustomed to that innuendo, because it never happened to me. But one day, in that whispering gallery of Irish rumour, the smoke-room of the Dolphin Hotel, a man whom we will call Gulligan (because that isn't his name) assured me, with great amplitude of circumstantial detail, that a man had just been shot in the course of a Black-and-Tan raid in Dame-street. I went there, and found that there was absolutely no truth in the story.

An hour later I met an English M.P. of my acquaintance who asked me for particulars of the "raids." I told him there had not been any "outrage." "But," he indignantly protested, "I have just met Gulligan, and he told me that you had told him that you had seen two men shot in 'Dame-street'!" And that is a way they have amongst my good friends in the Irish whispering gallery.

Belfast, of course, is different, but — much the same. An Orangeman was telling me of the mighty murders and house burnings in his neighbourhood. "I swear to goodness," he declared, "that I never sleep in a wink, because every time I fall asleep I wonder will I find myself dead when I awake."

FANATISM.

There is a fanatical North and South, but it alternates in the most bewildering way with kindly good nature, and nearly always, even in the grimmest instances, there is a micro or less conscious streak of playful humor. A jolly little

priest in the wilds of the West country, to whom I had talked of the curious contrast between the bitterness of Irish political invective and the affability of social intercourse, explained with a chuckle: "Ah, now, the blackguards are chaffing so long about the price of their horses and their butter, I suppose they think they'll get more by shouting than by whispering."

And when I mentioned the dread name of Ulster, he added, more gravely: "Aye, Ireland has Ulster on the liver very bad now. But I mind me well of the time when Canada had Quebec on the brain. 'Tis time that works the only miracles in these degenerate days."

And that wise old man's wisdom summarises the results of all my strenuous inquiries into the Irish problem. As Gratian said: "The Channel forbids union; the Ocean forbids separation." But the more separate we grow, the more united we shall be. There are centuries of grievances rankling in Irish minds, and we shall not dissipate them in a moment with a magnanimous gesture.

As for the Ulster problem, it seems to me that if there be any health at all in the new political principle of "self-determination," here, surely, is the time and place to apply it.

But the Irish are not English — either North or South — and the least said is soonest mended. Geography has united Cork and Belfast, and sooner or later their interests and wisdom will agree to make the best of their enforced marriage.

Meantime, it is unthinkable that we should send British soldiers to coerce Loyalists out of their desire to remain British.

SILVER JUBILEE.

"YELLOW DRAGON" FIRST
APPEARED IN 1899.

"The Yellow Dragon" is now twenty-five years old; actually it is twenty-five years and four months since the first number of the Queen's College Magazine was published. The following extract from the editorial of the December 1899 number should prove interesting:

"The Yellow Dragon" has now reached its sixth number and has had three changes of cover during that time. Our first cover was the most alarming one, but unfortunately rather expensive. We may be able sometime to produce a dragon more dragon-like than the sear serpent we show at present, but this will depend on the maintenance of subscriptions. Mr. James, ... was the founder of "The Yellow Dragon" but left for Siam before the second number appeared. His place in School has been taken by Mr. Grant, and on "The Yellow Dragon" staff by Mr. Ralphs. We are to have next month a new master whom some of us know already, Mr. Tanner of the Diocesan School, etc., etc."

Time has seen many changes since these words were first penned nearly twenty-five years ago, writes the Editor in the current number. Mr. James died last year in Australia, Mr. Ralphs just back from leave, is now Inspector of English Schools, Mr. Grant retired six years ago and is living in England, while the young master they were expecting from Diocesan School is now our worthy Headmaster. What changes will the next twenty-five years see?

CONSIGNEES.

HAMBURG-AMERIKA LINE.

THE Steamship

"SAARLAND"

having arrived Consignees of Cargo by her are hereby notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., whence, and/or from the Wharves, delivery can be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 31st October, 1924, will be subject to rent.

All claims must reach us by 7th November, 1924, or they will not be recognised.

All damaged packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 a.m. on the 30th October, 1924.

No Fire Insurance will be effected. Bills of Lading will be countersigned by ARNOLD & CO., LTD.

Hongkong, 25th October, 1924.

Best Quality Medicine Makers

CANADIAN PACIFIC

IMPORTANT ANNOUNCEMENT.

THE

"Empress of Canada"

WILL SAIL FROM

HONGKONG

FOR MANILA

5 P.M., THURSDAY, OCT. 30th, 1924.

AND FROM

HONGKONG

TO

VANCOUVER

(via Shanghai, Kobe, Yokohama, and Victoria)

DAYLIGHT, FRIDAY, NOV. 7th, 1924.

STRUTHERS & BARRY.

OPERATORS: U.S. GOVERNMENT SHIPS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO & LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE.
(25 DAYS TO SAN FRANCISCO AND 25 DAYS TO LOS ANGELES)U.S.S. "West Carmona" ... Due Hongkong 28th Oct.
U.S.S. "West Ivan" ... Due Hongkong 11th Nov.
U.S.S. "West Jester" ... Due Hongkong 18th Nov.
U.S.S. "West Jester" ... Leave Hongkong 14th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, ZAMBANGA AND ORBU.
U.S.S. "West Farallon" ... Due Hongkong 28th Nov.
U.S.S. "West Farallon" ... Leave Hongkong 28th Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO
STRUTHERS & BARRY.

L. K. SMITH, General Agent for JAPAN-CHINA-INDO-CHINA-STRATHS AND JAV.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW.
LAND RETURN.
(Occupying 9 to 10 Days)SAILING: RAISING ... Capt. W. O. Parmenter ... THURSDAY, 30th Oct. at 6 p.m.
RAISING ... Capt. Ella Walker ... THURSDAY, 4th Nov. at 1 p.m.
RAISING ... Capt. A. B. Stewart ... FRIDAY, 7th Nov. at 1 p.m.Arrivals and Departures from the Company's Wharf (near Pils' Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same steamer by the "Raising" "Hainan" and "Raising" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.For FARE, OBT and PASSAGE apply to—
DOUGLAS LAFRAIK & Co.
General Managers.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong.
(Subject to alteration.)

"CITY OF GLEAGOW" ... 5th Nov. (Marseilles, London, Antwerp, Rotterdam and Hamburg.)

PASSENGER SERVICE.
"CITY OF LAHORE" ... 4th December Marseilles, London, etc.
"CITY OF KARACHI" ... 28th January Marseilles, London, etc.
"CITY OF RAKODA" ... 1st March Marseilles, London, etc.
"STAFFORD HALL" ... 11th April Marseilles, London, etc."A" Class ... "B" Class.
FARES TO LONDON.
Single 1st Class ... £25, 2nd ... £24.
Single 2nd Class ... £24, 3rd ... £21.
Cargo Steamer Saloon passage £25.THE BANK LINE, LTD.
(Tel. Central 750)

or to Messrs. Massey & Co., Ltd., Canton.

THE ADMIRAL LINE

SEATTLE & VICTORIA
SEATTLE, KORE, YOKOHAMA
SPECIAL THRU REDUCED RATES TO EUROPE.PRESIDENT GRANT (For Seattle) ... Oct. 30th
PRESIDENT MADISON ... Nov. 11th
PRESIDENT MADISON ... Nov. 23rd(Sailing Every 15 Days)
MANILA SERVICE.
PRESIDENT MADISON ... Nov. 2ndADMIRAL ORIENTAL LINE.
S.S. & Shanghai Bank Building.S.S. "Kosmo" ... Sails about 31st October
S.S. "Calchas" ... Sails about 7th November
S.S. "Ajax" ... Sails about 14th November
S.S. "Kathlamet" ... Sails about 21st NovemberS.S. "Kosmo" ... Sails about 31st October
S.S. "Calchas" ... Sails about 7th November
S.S. "Ajax" ... Sails about 14th November
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S.S. "Ajax" ... Sails about 14th November
S.S. "Kathlamet" ... Sails about 21st November

Metropolitan-Vickers Electrical
Export Co., Ltd.ELECTRICAL PLANT AND ACCESSORIES
OF ALL DESCRIPTIONS.SOLE DISTRIBUTORS IN CHINA & HONGKONG.
ARNHOLD & Co., Ltd.
7, Queen's Road C, 1st floor. Phone C. 1500.

WORLD THEATRE

THE MOST POPULAR SCREEN STARS
IVAN MOZUKIN AND NATHALIA LESIENKO

THEIR LATEST 1924'S SUPER-PRODUCTION

"KEAN"

Or (Genius and Disorder)

Adapted from Alex. Dumas' Celebrated Masterpiece
A MAGNIFICENT 9-REEL DRAMA WITH GRIPPING ROMANCE
THAT WILL APPEAL DEEPLY INTO EVERY HUMAN HEART.
EUROPE'S MOST SEVERE CRITICS GIVE THEIR UNANIMOUS
OPINION THAT "NEVER BEFORE WAS A PHOTOPLAY
PRODUCED WITH TYPES CAREFULLY SELECTED AND WITH
EVERYTHING IN CONFORMITY WITH THE EPOCH AS THIS
PICTURE

Also

NEW ROUND OF
"LEATHER PUSHERS" (ROUND 23)
Commencing To-morrow

CLARA KIMBALL YOUNG

"MID-CHANNEL"

THE GREATEST PICTURE OF HER ENTIRE CAREER
FINAL SHOW TO-DAY.
DON'T MISS IT

MUSICAL RECITAL.

CELLIST AND PIANIST
PERFORMANCE.Under the distinguished patron-
age of His Excellency the
Governor, Miss Dallas Fraser
(English Cellist) and Mr. Harry
Ore (Composer and Pianist) will
give a recital in the City Hall on
Friday next at 5:30 p.m.Miss Dallas Fraser from the
Royal College of Music, London,
is just returning from a most
successful concert tour throughout
Australia.Mr. Harry Ore is too well-known
locally to need any recommendation.

Well Selected Pieces.

Miss Fraser is offering some
choice examples of cello composi-
tion. Included in the programme
is an "Elegie" by Mr. Harry
Ore, a "Bourée" (unaccompanied)
by Bach, and a Gavotte by
Percival Warren. Two short pieces by
Percival Warren, a modern com-
poser for the cello, should make
the concert additionally interest-
ing. Miss Fraser, who is an
English cellist of repute, demon-
strated her command over her
instrument at the Navy League
Concert last week.

The programme follows:

Programme.

- 1.—Moonlight-Sonata.....Beethoven
Mr. H. Ore
- 2.—Symphonic Variations.....
Miss Dallas Fraser
- 3.—(a) The Lindentree.....Schubert-Liszt
(b) La Campanella.....Paganini-Liszt
Mr. H. Ore
Interval.
- 4.—(a) Bourée (unaccompanied)
(b) Elegie.....Harry Ore
(c) Five Short Pieces.....
Percival Warren
1. An absent one (Killed in
action 1915)
2. Cradle song.
3. Whims.
4. So seems it in my deep
regret.
5. A Sunday evening in
Autumn.
Miss D. Fraser.
- 5.—(a) Etude in F sharp.....Arenskey
(b) Two Lyrical pieces.....
Harry Ore
Cradle song and Gavotte.
(c) Country gardens.....
Percy Grainger
Mr. H. Ore.
- 6.—(a) Orientale.....César Cu
(b) An Old French Dance.....
Marin Marais
(1656-1728)
(c) Gavotte.....Poppo
Miss D. Fraser.

BOLSHEVIK SUSPECT.

COUNTESS KAROLYI
DETAINED.

PERMISSION TO LAND IN U.S.

(Reuter's American Service.)

NEW YORK, October 27.
After being detained aboard the
steamer "George Washington"
since yesterday evening, pending
the result of a protest by the
National Security League that she
was a Bolshevik and a menace to
American institutions, Countess
Karolyi, wife of the ex-president of
Hungary, was allowed to land.
She is visiting America on a
lecture tour.

U.S. COMMODITIES.

RESERVE BOARD FIGURES.

INCREASE OF EMPLOYMENT.

(Reuter's American Service.)

WASHINGTON, October 27.
The monthly report of the
Federal Reserve Board announces
an increase of 9 per cent. in the
production of basic commodities,
which is the first advance since
January. Factory employment has
increased 10 per cent; wages have
slightly improved; crops generally
are better; railroad shipments have
increased; the wholesale trade is
up 11 per cent. There were in-
creased commercial loans through-
out the country to finance crops.

MOTORISTS FINED.

TWO CASES BEFORE
KOWLOON BENCH.Mr. F. X. d'Almada Remedios
of No. 6, Peace Avenue, was
fined \$15, for driving motor
car No. 1304, on the wrong
side of Nathan Road, at 9:30 a.m.,
on September 29. He appeared
before Mr. E. W. Hamilton, at the
Kowloon Court, this morning.Mr. J. M. d'Almada Remedios,
the accused's brother, was to have
appeared for the defence, but sent
his interpreter, Mr. Ismail Chan, to
enter a plea of guilty.

RECKLESS DRIVING.

The driver of taxicab No. 981,
was also fined \$30, on a summons
for reckless driving at Nathan
Road at 6:15 p.m., on October 13.

ROXOR

CHINA.

"TRUTH" ABOUT REPUBLIC
PUBLISHED.

HOME PAPER'S VIEW.

Thus the "Daily Telegraph" of
September 22:Europe has been slow to under-
stand the truth about China.
Until the past few days there has
been a tendency in too many quar-
ters merely to poke fun at the
growing trouble there, as but an
illustration of the comic opera
politics of that enormous State.
Recently, however, a better sense
of the gravity of the Eastern Asian
situation has been shown, which
probably reflected the misgivings
that are felt in almost all the
chanceries of the West. If the
various movements in China are to
be rightly estimated, it is neces-
sary to draw from the first a broad
distinction between the interests of
the millions of Chinese and those
of foreigners. The former have
never realised either their rights or
their duties under the Republic
that was forced upon them a few
years ago. Probably three-quarters
of the Chinese are to this day un-
aware that the old Imperial regime
has, nominally at least, given place
to a representative Government—
and those that realise the change
are not to be blamed if they find it
difficult to believe that the destinies
of the country have really been
entrusted to the incapable and
timid hands of the bribe-taking
Cabinet of Peking. To-day the
will of the President does not run
twenty miles beyond the walls of
the Tartar and Chinese cities of
Peking. Beyond that there is no
government, except local force.
In the vicinity of the greater mili-
tary centres, such as Mukden and
Loyang, there is a vaguely-defined
area of authority, which, however,
rapidly merges into the semi-
anarchy tempered by brigandage
which prevails over the larger part
of China to-day. Now the mistake
that Western critics are most apt to
make is to assume that because
there is no centralised, or, indeed,
any other form of Government in
China, therefore the Chinese them-
selves are growing under the in-
tolerable oppression of their local
tyrants. The oppression is there,
but the Chinese neither groan about
it nor do they recognise it as in-
tolerable. Moreover, the Chinese,
as a body, would greatly resent any
intervention on the part of for-
eigners to put right this state of
things. For a thousand years they
have been used to oppression from
one quarter or another, and it is not
from the Western intruder that
they will accept relief.The real matter is that, uncon-
sciously, the interests of China have
now become completely entangled
with those of that outer world
which even now she visualises with
difficulty; and the lack of a central
authority, and, indeed, of any con-
stituted and accepted authority in
China, is a real and growing source
of trouble and damage to foreign
countries. For months, and even
for years, the total inability of the
so-called Government in Peking to
respond to any claim by foreign
legation, however just and however
moderately put forward, has ren-
dered futile all diplomatic com-
munication with the Wai-chiao-pu.
So long as a state of peace existed
in China there was at least some
hope of the resumption of regular
relations, but the approach of war
places the diplomatic representa-
tives of foreign Powers in a some-
what grave position. It is not that
the European and American mer-
chants and residents in the Treaty
Ports are in any actual danger. A
regrettable misunderstanding on this
point has been shown in Europe;
there is no such danger. The
coming clash between Wu Pei-fu,
the Marshal of the Centre, and
Chang Tso-lin, the Marshal of the
North, affects far more than the
lives of foreigners in a small num-
ber of defined areas, all of which
are capable of defence by the action
of warships, or, if not so capable,

QUEEN'S THEATRE.

"THE MOTH"

A good story with a swiftly
moving plot, a popular star, gorge-
ous settings and costumes, are
promised in "The Moth," a
Selsnick special which comes to
the Queen's Theatre to-morrow.The picture deals with the dan-
gers which surround a young girl
who has been left alone in the
world with unlimited wealth at her
command. Parasites on every side
find her an easy prey to their in-
sidious attacks, and she suddenly
wakes to find herself in a morass
of selfishness and misery. How
she extricates herself, and finds her
happiness in the love of her chil-
dren and the One Man, forms a
story which made William Dana
Orcutt's novel one of the ten best
sellers.Supporting Miss Talmadge are
a bevy of players popularly known
throughout the motion picture
world, including Eugene
O'Brien who is now a Selsnick
Star, Virginia Dare, Maud Allen,
Hassard Short, Adolph Menjou,
Donald Hall, Frank Kingdom and
Robert Vivian.may at least be evinced without
difficulty. Nothing less is at stake
than the material and the potential
interests of Western civilisation in
China. Beyond the limits of those
truly-guarded districts the whole
net-work of European influence,
commercial, religious, educational,
is in danger of being destroyed.
The process has begun, and there
can be no end to the gradual de-
terioration of foreign interests in
the uncontrolled centre of China
until either Wu Pei-fu or Chang
Tso-lin crushes the other, and; like
an Eastern Mussolini, assumes
complete direction of the adminis-
tration of China. It is a matter of
side interest to note that which-
ever of these champions wins the
day, the Imperial forms will, with
modifications, be restored; the real
thing for Europeans, and especial-
ly for ourselves, to what is the
new and doubtful measure of wel-
come that will be meted out to
Western civilisation when the
struggle is over and Honan or
Manchuria dictates its terms to for-
eigners. And in that day it will,
we believe, be once more seen in
the dealings of the East with the
West that Great Britain is the only
European State that China will
deal with; and that the burden of
the white man will once again have
to be borne by us and by us alone.It makes little difference whether
the forces of Kiangsu or of Che-
king are victorious to-morrow.
The long-awaited trouble between
the central forces of China under
Wu Pei-fu and the Lord of Man-
churia has at last broken out, and
nothing but the settlement of a
traditional quarrel will now suffice.
Critics who believe that in the com-
ing war there will be but a repeti-
tion of the scuffle of 1922 have
mislaid their papers. Even if
there were nothing else to ensure it
but the huge supplies of all kinds
of munition of war poured into the
country by certain European
nations—to their shame be it said
—the deadly and continuing nature
of this fight would be a certainty.
Neither side in this dispute is pro-
foreign. In the event of its con-
tinuance, the position of the
European Legation in Peking
would soon be a matter of daily
speculation—and we, at least, can-
not afford to have the position of
our representative made a matter
else. [This is the aspect of the
growing antagonism between
Loyang and Mukden which needs
our closest attention; this, far more
than nice estimates of the move-
ment of Kiangsu troops towards
Shanghai—a perfectly safe place
for all the foreigners who are to
seek its shelter—is the question
that should decide the action of our
Government at the present
moment.

A LETTER OF APOLOGY

The Manager of The Star Theatre begs to apologize to the hundreds that were
unable to secure seats to witness the showing of "ENEMIES OF WOMEN"
especially to those who journeyed across from Hongkong only to find that there
were no more seats available. To those who made reservations over the phone
and did not call for them until well after the show had started, we are indeed
sorry that we were forced to dispose of them to a few of the hundreds that
were clamouring for admittance. We kindly ask those booking seats over the
phone to please try and call for them before the performance starts—if for
some reason you are unavoidably delayed and are coming on later, kindly
phone us that you are coming and we will hold your tickets indefinitely, all
we want is an assurance that you are surely coming.The engagement is limited to five more days only.
To those who have not seen this wonder film, and to those who anticipate
seeing it again (we know there will be hundreds that will want to see it more
than once) we strongly advise you to make your reservations as early as
possible. The plans for every performance are on view at Montre's and at
The Star. Book early and avoid disappointment.

Signed: CHARLES HUGO, Manager

LOCAL FIRES.

OUTBREAK IN WELLINGTON
STREET.An outbreak of fire occurred
shortly after midnight yesterday,
completely destroying No. 77,
Wellington Street, a three-storied
building. The fire is stated to
have had its origin in a cock-loft
on the first floor.The ground floor of the
premises is occupied by a jeweller
on one side, and by a hatter and
mattress-maker on the other, the
upper floors serving as dwellings.
It is understood that only the
jewellery stocks were insured for
\$4,000.A child aged four, living in the
first floor, suffered injuries and
was removed to the General Civil
Hospital this morning.

Old Woman Injured.

An outbreak was reported from
Sheung Shan village last Sunday,
when a dwelling house was acci-
dentally set on fire and damage
done to the extent of \$225. In
connection with this fire an old
woman was removed to the Hos-
pital suffering from burns.

Other Calls.

Yesterday morning the Central
Fire Station attended a chimney
outbreak near the junction of Des
Voeux Road, Central and Wing
Woo Street. Here the fire was
easily extinguished.On Sunday a call was received
from a street alarm at the Tung
Wah Hospital. When the Brigade
arrived the person responsible
was nowhere to be found.

COURT SURPRISED.

PLEA OF GUILTY IN
HARBOURING CASE."I find it difficult to express
what I think of it in decent
language," said Mr. E. W.
Hamilton at the Kowloon
Magistracy yesterday afternoon,
after sentencing an elderly Chinese
woman to twelve months' jail for
harbouring and receiving a married
woman. Mr. C. H. Lyson, who
defended, surprised the Court by
announcing that defendant wished
to plead "guilty." Mr. Lyson's
plea for leniency drew the
Magistrate's remarks as given. Mr.
R. A. C. North of the S. C. A.
prosecuted.TO-DAY'S
ADVERTISEMENTS.BY ORDER OF THE MORTGAGEE
No. 19, HING WAN STREET,
VICTORIA, HONGKONG.MESSRS. LAMBERT BROTHERS
have received instructions to
sell by Public Auction
on FRIDAY,the 7th day of November, 1924, at
3 o'clock in the afternoon at their
sales rooms in Duddell Street,
Victoria, Hongkong.The Valuable Leasehold Property
situate at Victoria in the Colony of
Hongkong and being the Remaining
Portion of Inland Lot No. 778.The Property consists of—
All that piece or parcel of ground
situate at Victoria, Hongkong, known
and registered in the Land Office as
The Remaining Portion of Inland Lot
No. 778 together with message erec-
tions and buildings thereon, erected and
known as No. 19, Hing Wan Street.
The Property is held for the unexpired
residue of the term of 999 years from
the 3rd day of June, 1884, created by
no Indenture of Crown Lease dated
the 13th day of July, 1885, and made
between her late Majesty Queen
Victoria of the one part and Chan King
of the other part.For further particulars apply to—
Messrs. D'ALMADA AND MASON,
Mortgagee's Solicitors or to
Messrs. LAMBERT BROTHERS,
The Auctioneers.

ICE CREAM.

AN IDEAL FOOD.

Made from the finest ingredients,
absolutely untouched by hand.

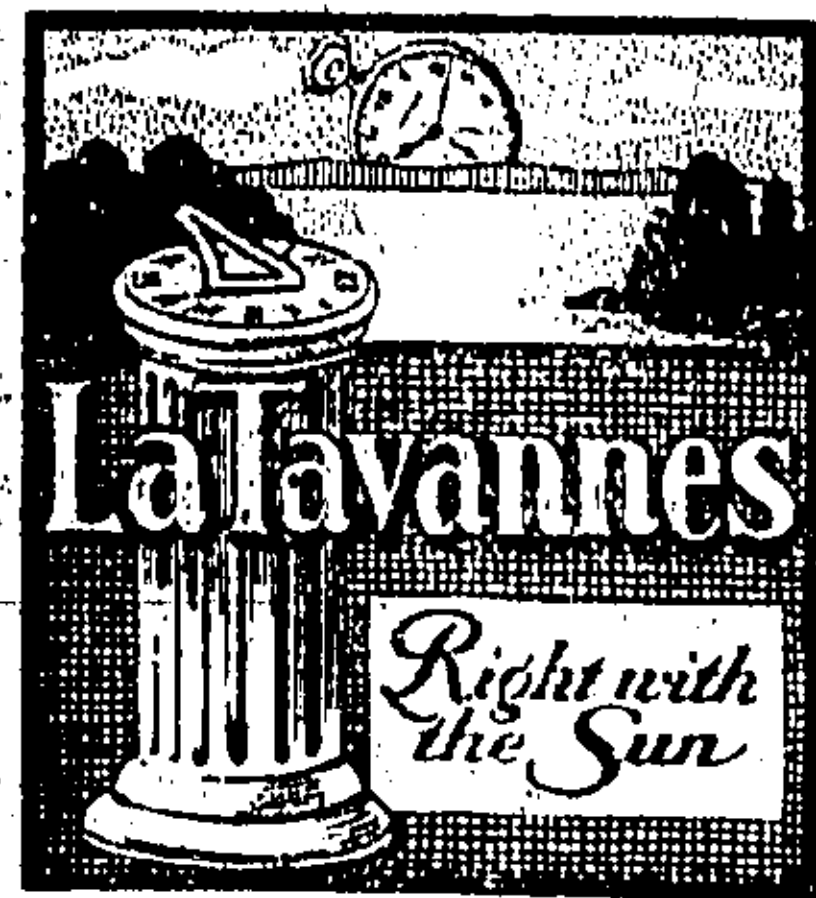
In

Popular Flavours.

Pints 80 cents

Qts. \$1.50

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

On
TIME!'Tavannes'
Watches.Punctuality is a major virtue—in business and social
affairs. But the best intentions in the world won't
enable you to be on time without a dependable
watch.The "TAVANNES" is dependable. No matter what
amount you want to spend, you can secure greater
accuracy, beauty and quality in a TAVANNES than
would be obtained in any other watch sold at the
same price.

SENNET FRÈRES

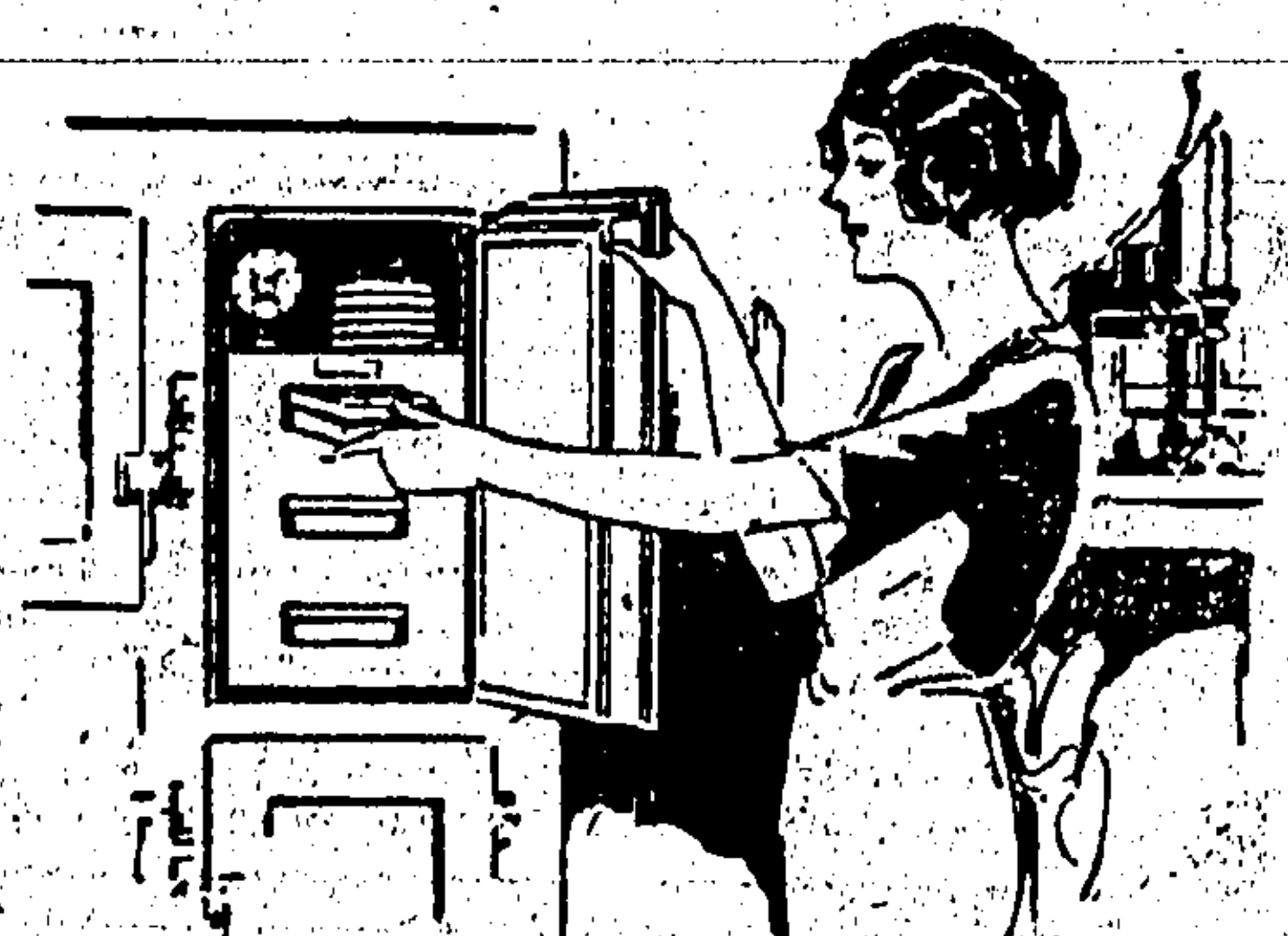
Pedder Street,
(opposite Hongkong Hotel)Standard of the World
CARBO-LASTIC
Semi-Liquid Asbestos RoofingSTOPS LEAKS IN ANY ROOF.
PRESERVES NEW ROOFS.
REBUILDS OLD WORN-OUT ROOFS.
WATERPROOFS FOUNDATIONS.

ADEQUATELY GUARANTEED.

AGENTS—

DODWELL & CO., LTD.

MACHINERY DEPARTMENT.

KELVINATOR
ABSOLUTELY RELIABLE.

Kelvinator is Electric Refrigeration

Kelvinator can be installed in the refrigerator you now
have. It supplies dry, even cold—the same low tempera-
ture all the year round. Thousands of owners agree, scores
of them right here at home, that Kelvinator's automatic
refrigeration is far cleaner, far more convenient. You should
by all means investigate with a view of equipping your
home. Kelvinator is demonstrated in our show rooms.
Or, a phone call will bring you literature describing it.

CALL AT OUR OFFICE FOR A DEMONSTRATION.

HOLYOAK, MASSEY & CO., LTD.

Agents for Hongkong & S. China

AND AT

The China Light & Power Co.'s Showrooms,

20, Nathan Road, Kowloon.

LADY ROBBED.

MRS. DEACON'S ALLEGED ASSAULTANTS.

SENT FOR TRIAL.

The two Chinese charged on remand with robbery with violence against Mrs. Deacon of 21 Broadwood Road on October 8 were committed for trial to the Criminal Sessions at the conclusion of the hearing at the Central Magistracy yesterday afternoon.

Divisional Inspector C. Aris conducted the prosecution.

Mrs. Deacon, who had given her evidence at the last hearing, was recalled yesterday. Her throat and left wrist were still bandaged.

She produced an earring which was torn from her ear during the robbery and other articles necessary as evidence.

The rest of the afternoon's evidence centred round a gold wrist watch, part of the stolen property which was recovered when Sergeant O'Donovan raided an opium den at 36 Tai Yuen Street and arrested the defendants there. It was shown that the third defendant handed the watch to a coolie on the 6th inst., to be repaired, and the next day paid the coolie 50 cents to get it back. The watch was returned in the den to the third defendant who, for an unknown reason, put it in the pocket of a coat hanging on a peg. When the police arrived at 36 Tai Yuen Street they found the first two defendants lying on a bunk with a hot opium pipe and lamp by their side. When asked about the coat on the peg the first defendant claimed it.

The statements made by the defendants at No. 2 Police Station when they were charged were produced. The defendants made a clean breast of the affair in their statements, in which they spoke of the part they took in relieving Mrs. Deacon of her jewellery and money.

IDEAL SMALL CAR.

SEVEN HORSE-POWER AUSTIN.

Mr. H. P. Vernon Hunt, writing in "The People," on August 31, has the following praise for the 7 H.P. Austin as an ideal small car, the local agents for which are Messrs. Ross and Co. He writes:

"The 7 h.p. Austin that I recently tested is in many ways a remarkable car. It is a diminutive four-wheeler, a midway among motors, but it amply makes up by its zip and zest for what it may lack in size."

In spite of its smallness, the two front seats are quite roomy and decidedly more comfortable and less tiring than those in many other and larger cars. The rear seat is intended for children, there being ample space for three.

The four cylinder water-cooled engine is rated at 7.8 h.p. A detachable hood is fitted. Ignition is by magneto. Electric starting and lighting are standard. A three-speed gear-box is employed, the gear lever working through a centrally placed gate. There are five detachable wire wheels, the hand brake being to the front wheels and the foot brake to the rear.

A double windscreen, hood with side-screens and an electric horn complete the specification. It will thus be seen that the Austin "seven" is a real large car in miniature and nothing has been sacrificed that can add to its efficiency or to the convenience of the driver.

Its pulling powers in the road are a revelation. It is a "happy" car in every sense of the word, the engine is eager for work and enjoys being revved up, making the car fast enough for most people. It will climb hills rapidly and accelerate well if required. There is no harshness whatsoever about its running.

The steering is both light and steady and the position of the steering wheel is comfortable. The brakes deserve real praise. They are smooth and progressive; if both are applied at the same time, bringing into effect the four-wheel braking, the car can be brought to a dead stop in a short space with an entire absence of sliding.

I was particularly pleased with the brakes, with the roominess of the body, and with the general liveliness of the car, these three features making it a delightful and easy little vehicle to drive. Its handiness in traffic is a boon, its good spirits give interest to a long trip. A petrol consumption of over 40 miles to the gallon enables it to be run at almost motor-cycle and sidecar cost, and with none of the discomfort.

This small car is seen on the road in increasing quantities, proof that it adequately fills a need in the life of many people. Its low price makes it an easy car to buy, and its good design and workmanship an easy car to look after. The motoring public are quick in appreciating such.

EASTERN SHIPPING.

DRAFT OF FUTURE VESSELS.

THE IMPERIAL COMMITTEE.

London, September 23.—The Imperial Shipping Committee have just issued a report on the prospective size of vessels in the Eastern and Australian trades via Suez in relation to proposals for the deepening of Colombo Harbour.

The report is as follows:—

THE REPORT.
We, the Imperial Shipping Committee, acting under the second part of our terms of reference, have considered a proposal for the deepening of Colombo Harbour from the point of view of the likelihood of ships with a draft exceeding 33 feet being built for the Eastern and Australian trades via the Suez Canal within the next 15 or 20 years.

We now beg leave to present our report to the Secretary of State for the Colonies. Copies are also being sent to the various Governments of the Empire.

The matter was brought before us by the Secretary of State for the Colonies, who, in a letter dated 15th February, of 1924, asked for an expression of our opinion as to the likelihood of such ships being built within the next 15 or 20 years.

The question arises owing to the fact that the Ceylon Government has had under consideration the programme of improvements adopted by the Suez Canal Company in 1921, and is in doubt as to whether it will not be necessary, in consequence, to adopt a further programme of deepening for Colombo Harbour. The problem is obviously of great significance to Colombo, which occupies an important position at the junction of the trade routes in the Indian Ocean and is an efficiently managed harbour.

SUEZ AND COLOMBO SCHEMES.
The programme of 1912 of the Suez Canal Company is expected to be completed during the present year. It provides for the passage of vessels with a draft of 33 feet. The programme of 1921 provides for a progressive increase in the depth of the Canal up to 42 feet 8 inches, which will allow of the passage of vessels of 35 feet and possibly 36 feet draft. This scheme is due for completion at earliest in 1933 and at latest in 1935.

At Colombo, the present scheme is to dredge "the most important and largest section of the harbour, and the one accessible to all vessels entering the harbour" to a depth of 36 ft., thus allowing of the reception of vessels drawing 33 ft. Vessels using this port do not berth in closed docks or at open quays, but lie at moorings. One berth for vessels of 33 ft. is already available, and three others are expected to be made available in a short time. The whole scheme will be completed in about eight years.

Up to the present progressive increase of depth at Colombo have been obtained at a relatively low cost by dredging, but to go deeper than 36 feet and provide an additional two feet of water to give accommodation to vessels drawing 36 feet would apparently involve the clearance of large rock areas and an expenditure on a scale much higher than the cost of dredging.

TEN YEARS HENCE.
We are asked to express an opinion as to what will happen in the next 15 or 20 years. After due consideration, we do not find ourselves able to offer any prediction so far ahead, in view of unforeseeable developments in ship-building and ship propulsion, especially in the application of the internal-combustion engine to large and fast vessels. We therefore limit what we have to say to the next ten years, and even so, we recommend that the question should be reconsidered at the end of 4 or 5 years.

The effect of the 1921 programme at Suez will be to place the two great inter-oceanic Canals approximately on a par in the matter of effective depth. The depth of water in the Panama Canal is 41 feet, but if allowance be made for the lesser density of fresh water and the consequent deeper draft of ships, this is equivalent to a sea-water depth of approximately 40 feet, which would allow of the passage of a vessel drawing 36 feet or a little more. The Panama Canal being a canal with locks does not permit of deepening, except at a cost which would almost suffice for reconstruction. We feel, therefore, that after the lapse of a certain number of years, it is not unlikely that a depth of 40 feet will become standardised for first-class ports.

Although the Panama Canal has a freshwater depth of 41 feet, we understand that it has not yet been utilised to the full.

SUEZ CANAL FACILITIES.
According to a communication made by M. Quellenec, technical adviser to the Suez Canal Company, to the International Congress of Navigation in London in 1923, it would appear that while up to 1906 shipping was waiting for improvements in the Suez Canal, this is no longer the case. The statistics quoted by M. Quellenec

show that the number of vessels making use of any increase in the canal depth facilities has fallen, with one small exception, at each stage of increase.

In the year 1890, when a draft of 25 feet 7 inches first became available, 145 vessels made use of it, or 43 per cent. of all the passages in the year; whereas in 1922, when an increase to 31 feet was first permissible, only 44 merchant vessels and one warship (or 7 per cent.) of a draft of over 30 feet passed through the Canal. If this tendency continues, it would seem that there is likely to be some considerable lag after the completion of the 1921 Suez programme, before an appreciable number of ships make use of the maximum facilities which will then be offered.

We have obtained expressions of opinion from Lord Inchcape and other shipowners engaged in the Eastern and Australian trades. In the Eastern trade, while the general opinion is that vessels drawing more than 33 feet of water will not be employed during the next 10 years, we have particularly to refer to the opinions of Messrs. Alfred Holt and Company, and the Glen Line, Limited, since they possess the steamers of deepest draft at present trading in the Indian Ocean.

SHIPOWENERS' OPINIONS.
Messrs. Alfred Holt already have 4 vessels with an extreme Indian Summer draft of 33 feet 10 inches. These vessels arrive at Colombo fairly fully laden on the homeward trip from the Far East, and top up with cargo at that port. Further, they call at Colombo for Port Said. Occasionally Messrs. Holt might like to load them down to their extreme draft, but they have expressed the view to us that they are not likely to build ships of deeper draft within the next few years, and that they do not think that they ought to ask for a deepening of the harbour merely in order to meet their occasional convenience.

Lord Kysant, chairman of the Glen Line, trading to the East, told us that in his opinion ships would grow in size, and that the most economical way of increasing size was by increasing draft. He thought, therefore, that Colombo should be deepened *pari passu* with the Suez Canal, so long, however, as no inordinate cost was involved.

As regards the Australian trade, we are informed, on good authority, that there is little prospect of any vessels with a draft exceeding 33 feet being built within the next 10 years.

A THEORETICAL ADVANTAGE.
There is, undoubtedly, as was pointed out by the Dominions Royal Commission, a theoretical advantage in the employment of large ships with deep draft, for they give the cheapest transport per ton mile. In practice, however, this advantage is limited by the volume of the trade upon which they are employed. Unless the volume of goods carried be correspondingly great, a very large ship will spend much of her time in port waiting for cargo to accumulate. Her high capital and other charges become an important factor when she is lying idle or when she is travelling half empty.

The case in such circumstances for smaller ships was stated by us in our "Report on the Economic Size and Speed of Vessels trading between the United Kingdom and Australia" as follows:—"With the general run of cargo the feature of cardinal importance is regularity and frequency of opportunity for shipment. The delivery of small consignments of regular intervals makes it unnecessary for merchants to hold large stocks with consequent loss of interest as well as risk of loss from depreciation and market fluctuations."

As has been pointed out by Mr. Saville, chief engineer to the British Admiralty, in a paper read before the International Congress of Navigation held in London in 1923, increase in the draft of ships necessitates very great increase in the cost of harbours suitable to accommodate them. Mr. Saville's estimates indicated an increase in cost of docks approximately proportional to the ratio of the cubes of the draft of ships. It is his view that the increased cost entailed in the deepening of ports, resulting in higher dues, should be set against the advantage of the employment of deeper draft vessels.

DRAFT OF FUTURE VESSELS.

In view of all the information we have been able to obtain we do not believe that many vessels are likely to be built for the Eastern and Australian trades in the next ten years of a greater draft than 33 ft., and we gather that it is the opinion of the shipowners engaged in those trades that they would depreciate the general deepening of Colombo Harbour for the accommodation of a very few ships if the effect, as would appear to be inevitable, were seriously to increase the harbour dues for all. It is true that higher dues might be charged to vessels of specially deep draft, but this number of ships liable to such dues would probably not suffice to give an adequate increase of revenue. In this connection it should be borne in mind that the growing use of oil fuel and the adoption of

the internal-combustion engine with the resultant increase in the radius of action may relieve vessels in the Australian trade from the necessity of calling at Colombo for oil bunkers. Should that be so, higher port dues at Colombo would, of course, tend to drive ships away from the port.

Our conclusion is, therefore, that there is no present justification for a general deepening of Colombo Harbour, if it should appear, on the completion of the survey in progress, that the cost is likely to be very large. The utmost which the present outlook would, in our opinion, justify is a programme limited to one or two deeper berths if they can be provided at a cost which will not involve any increase in the dues.

H. J. MACKINDER (Chairman).
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KENNETH LEE.
JAMES W. MURRAY.
R. D. FENNELLY (Secretary).

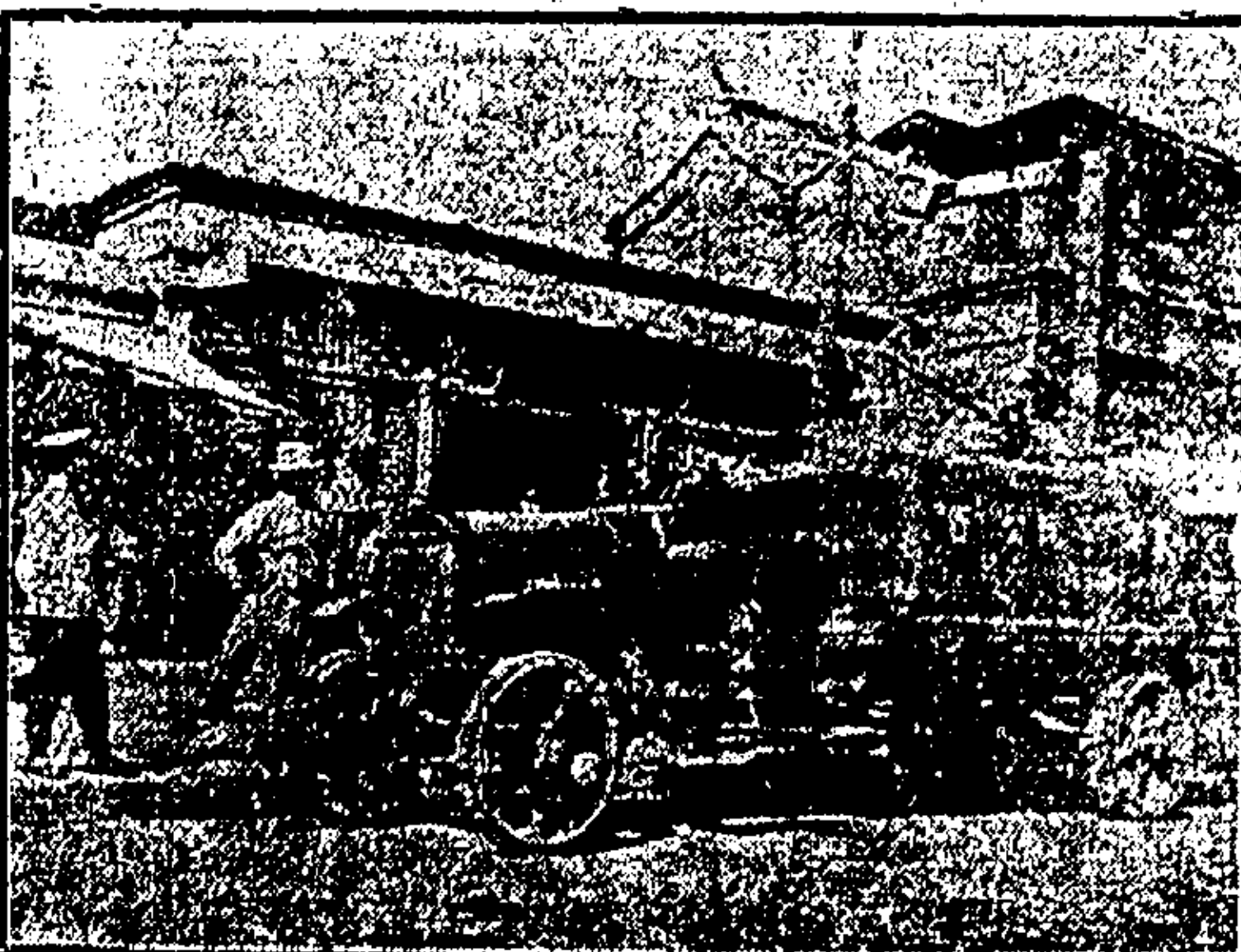
July 28, 1924.

[Note.—Owing to his absence from this country, Sir Edgar Bowring has been unable to sign the report.]

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NEW AND OLD.



(Blocks by courtesy of "Tai Kwong Po.")

Typical Peking scenes of to-day. Snapshots of military transport on the move (above) in the old way and (below) by motor truck.

WATER FOR BUSH-LAND.



AUSTRALIAN IRRIGATION.—One of the largest irrigation projects in the world is under construction in the Dawson River valley, Queensland. Water will be supplied to 2,200,000 acres, not only bushland. The first farming season will be thrown open to settlers in December. The International Irrigation

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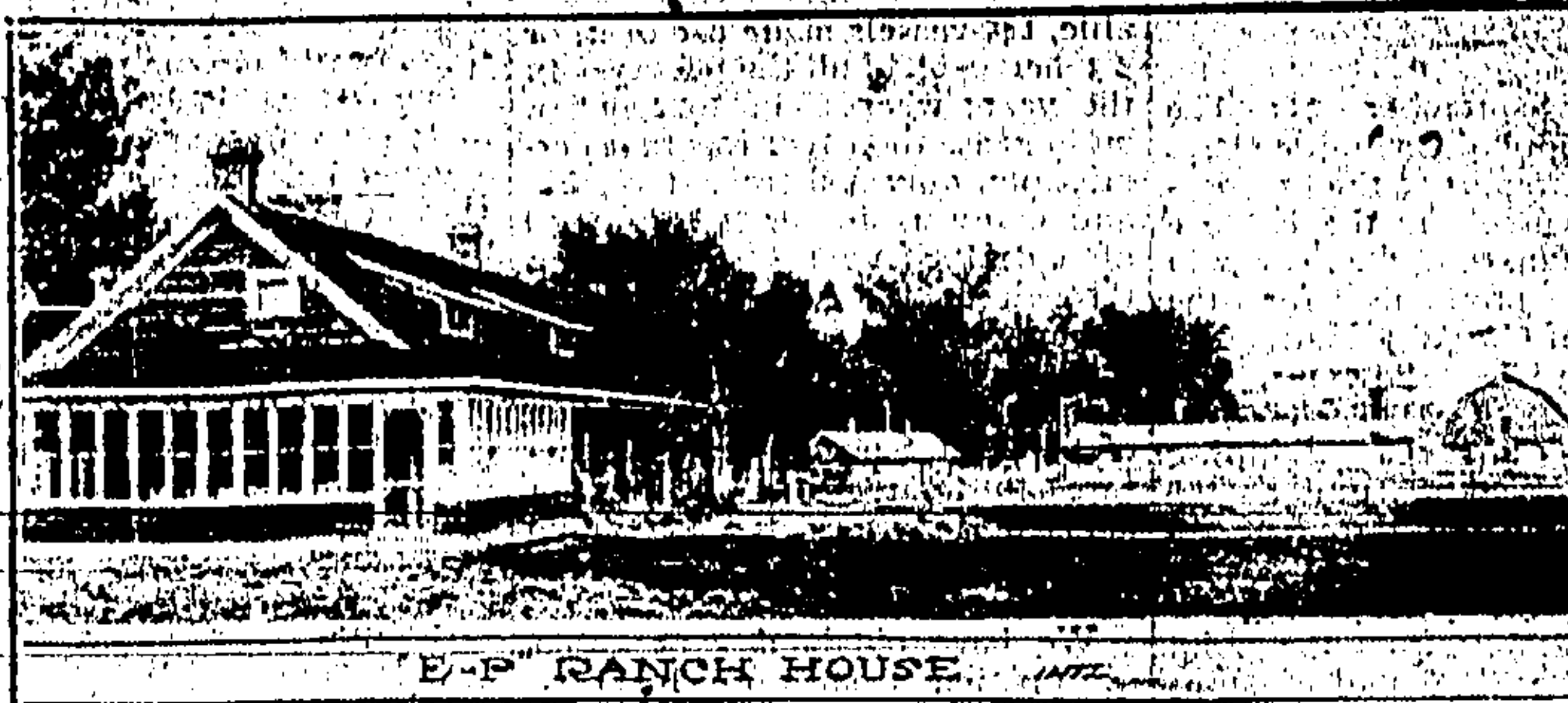
SOLE AGENTS.



DR. BRUNO ROSELLI.

A city, buried in the sands of the Tripoli (Africa) desert, and likened to the ancient Roman city of Pompeii, has been discovered, according to Dr. Bruno Roselli, who has made excavations there. Dr. Roselli, declares that the city was the birthplace of the Roman emperor Septimius Severus and will reveal much important historical data.

RUSTIC SIMPLICITY FOR THE PRINCE OF WALES IN CANADA.



"E-P" RANCH HOUSE.

Shortly after the Prince of Wales reached his "E.P." ranch near High River, Alberta, Canada, the annual picnic of the Alberta Short-horn Breeders' Association was held there at his request. This photograph shows the simple little house in which the Prince lives when on the ranch, and some of the other buildings.



The former Princess Eugenie Wladowsky of Russia, penniless through appropriation of her family's belongings by Bolsheviks, is a waitress at the Russian Army and Navy Club in London.

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PAINTING THE LIMBS OF BEAUTY WITH BUTTERFLIES.



Photo by Central News.

Block by Nam Sun.

Mr. Du-Fresne, the artist, painting a butterfly design on a competitor in a West End Cinema contest. The prize was awarded to the competitor who handed in the best butterfly design. Limb painting is said to be a new society craze.



MRS. JEANNE GOWEN.

As bride and first mate for Albert G. Gowen when he sailed from Chicago on the yacht "Speedwell" for a tour of the world, Mrs. Albert G. Gowen spent a happy early voyage. But when they returned recently she was seeking a divorce. Mrs. Gowen says her husband grew colder and colder as the tour progressed.

BASEBALL STARS PRESENTED TO THE PRESIDENT.



WASHINGTON TEAM and PRESIDENT COOLIDGE.

Here is a group photograph of the entire Washington club of the American League, who were taken by Clark Griffith, the team's owner, and Stanley ("Buckey") Harris, their manager, to the White House, to invite President Coolidge to attend the World's Series they were so confident they would win. The stars were presented to Mr. Coolidge, including Walter Johnson, the phenomenal pitcher, and Nick Altrock, the club's clown mascot. The President wished the team good luck and autographed a baseball for Walter Johnson. The President is in the center of the group.



SUSAN M. COMEAU.

Winner of a beauty prize, Susan M. Comeau fell in love and was married, but despite her declarations of seventeen years, school authorities held out that she was fifteen and sent her back to school.

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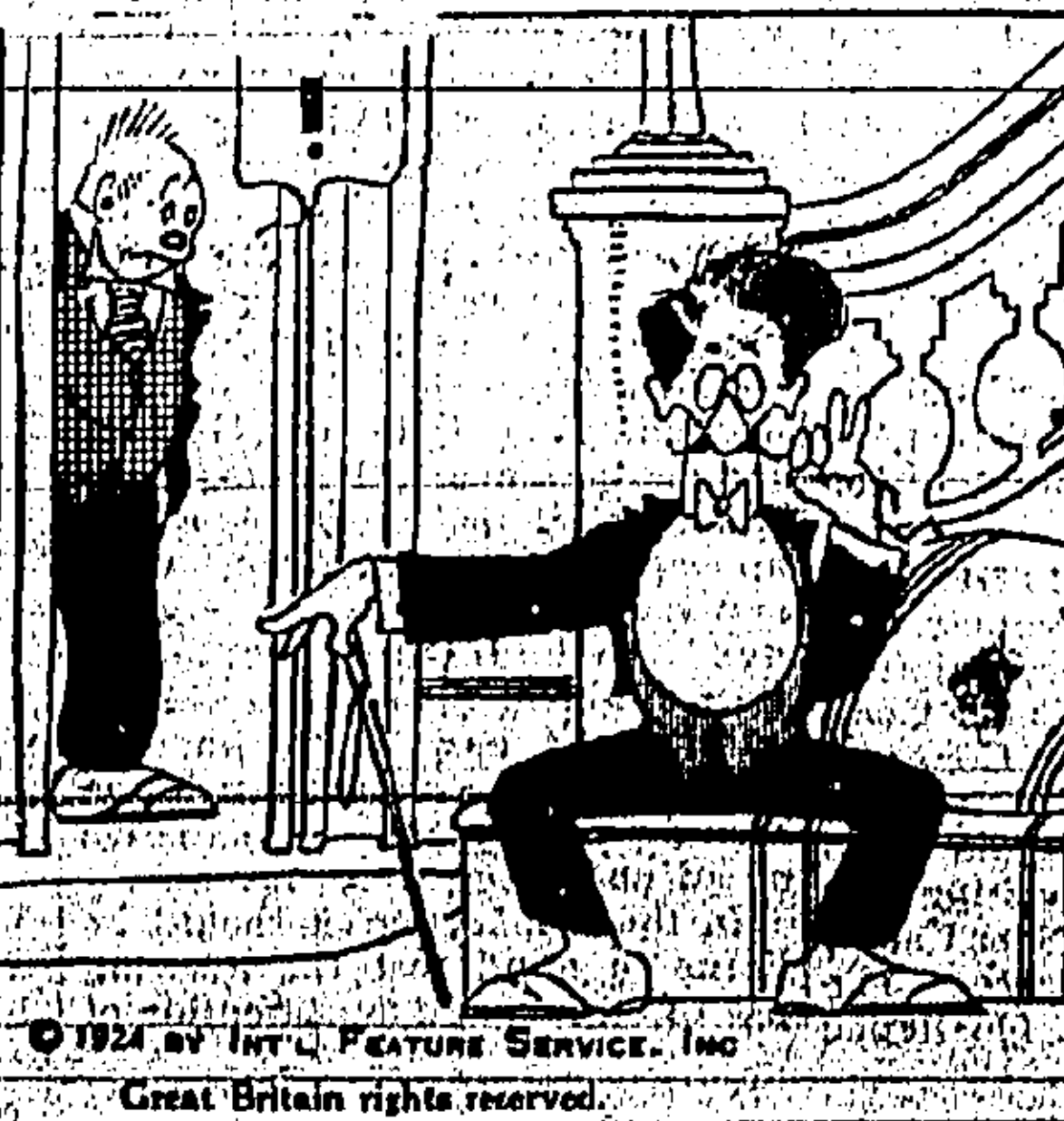
37, Queen's Road Central.

FATHER THAT HORRID COUNT DE TOUR IS HERE AND MOTHER WANT ME TO ENTERTAIN HIM. I DETEST HIM. HE TRIED TO PROPOSE TO ME.

YOUR MOTHER SAYS HE'S A FINE LAD.



I MUST TAKE A LOOK AT THIS BIRD. I NEVER MET HIM.



SAY DINTY-LIT READY TO GO MY BOMB AN' SEND UP AN' AMBULANCE. I'M GONNA HAVE A CUSTOMER FOR A HOSPITAL.

